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ANNUAL AUTO ISSUE



APRIL 2021

CR Consumer Reports®

260
VEHICLES
RATED AND
REVIEWED

BEST & WORST

CARS, TRUCKS, AND SUVs



RIVIAN R1T



TOYOTA RAV4 PRIME

- ▶ 10 TOP PICKS
- ▶ GREAT TIRES FOR LESS
- ▶ EVs YOU'LL LOVE
- ▶ BEST USED CARS UNDER \$20,000



CLEAN-AIR CARS

INTRODUCING CR's 'GREEN CHOICE'



FORD MUSTANG MACH-E

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Save money, access our prescreened network of dealers, and see CR recommendations along the way! The deal you want is out there—in fact, car buyers save an average of \$3,189* off MSRP when they use the Build & Buy Car Buying Service®.



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COMPARE real pricing from participating dealers



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*Between 1/1/19 and 12/31/19, the average savings off MSRP experienced by consumers who connected with a TrueCar Certified Dealer through the Build & Buy Car Buying Service and who were identified as buying a new vehicle from that Certified Dealer was \$3,189. Your actual savings may vary based on multiple factors, including the vehicle you select, region, dealer, and applicable vehicle-specific manufacturer incentives, which are subject to change. The MSRP is determined by the manufacturer and may not reflect the price at which vehicles are generally sold in the dealer's trade area, as many vehicles are sold below MSRP. Each dealer sets its own pricing.



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THE NEXT EVs

Advances in battery technology are helping expand consumer offerings in the EV market from sedans and small hatchbacks to larger vehicles, such as trucks and SUVs. Here, the latest EVs racing to the lot—including a first drive of Ford’s newest EV, the Mustang Mach-E.

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STICKER SHOCK: THE TRUTH ABOUT DESTINATION FEES

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YOUR RIDE CAN MAKE THE AIR CLEANER

Want a car that pollutes less? Our new Green Choice designation, which has been developed in collaboration with the EPA, will guide you to the models we’ve tested that are cleaner when it comes to greenhouse gas and smog emissions.

RATINGS

PHOTO, COVER, LEFT: JOHN POWERS/CONSUMER REPORTS

ABOUT CONSUMER REPORTS Consumer Reports is an independent, nonprofit organization founded in 1936 that works side by side with consumers to create a safe, fair, and transparent marketplace. To achieve our mission, we test thousands of products and services in our labs each year and survey hundreds of thousands of consumers about their experiences with products and services. We pay

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- POOR
- FAIR
- GOOD
- VERY GOOD
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This year, our Annual Auto Issue adds a new designation to help you choose a cleaner vehicle: the Green Choice.


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Introducing CR's Green Choice



DECIDING ON THE right car for you can prove to be a difficult decision with a seemingly never-ending expanse of options. Our goal is to do much of the heavy lifting for you to make that decision more manageable. Our team at the Auto Test Center drives over 500,000 miles a year, putting vehicles through rigorous testing to give you unbiased insights into the safety, efficiency,

and performance of cars on the market today.

With this year's Annual Auto Issue, we are introducing an additional way to assist consumers in choosing the best possible vehicle: our Green Choice designation, which you'll see denoted by a green leaf in our ratings pages throughout this issue. In collaboration with the Environmental Protection Agency, we will now incorporate data to identify how vehicles stack up when it comes to the amount of greenhouse gas and other pollutants they emit.

We've taken this step, in part, because of what we've heard from you. In a January 2021 nationally representative CR survey of 2,223 U.S. adults, 61 percent said that tailpipe emissions are a "very or somewhat" important factor when they're choosing a car to purchase or lease. And according to CR's analysis, vehicles with fewer greenhouse gas emissions also tend to help consumers save money on fuel. In fact, owners of electric vehicles are spending 60 percent less to power their vehicles than owners of conventional gas-powered models.

What's exciting is that four of CR's 10 Top Picks for 2021 also meet our criteria for the new Green Choice designation. This shows that it is possible to create vehicles that are safe, reliable, and sustainable. We recognize the enormous trust you put in us to help you make this major decision, and we take that responsibility very seriously. With this additional focus on sustainability, we believe we are ensuring that your choice of a car is the right one for you and for planet Earth.

Marta L. Tellado,
President and CEO
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GET CR RATINGS WHILE YOU SHOP

Check out our new program: CR Recommended for Cars

WITH SO MANY product reviews and ratings online these days, it's increasingly difficult to know which are unbiased and truly independent. Indeed, Consumer Reports found in our nationally representative survey of 2,223 U.S. adults last spring that about 4 in 10 Americans who buy a product based on an online review later find that the performance and quality did not live up to the review. Enter CR Recommended (CRR), our new program that gives you easy access to our expert-based recommendations when and where you shop.

We've already launched

CRR for many household products—refrigerators and mattresses, to name a few—and soon you'll see CRR for cars, SUVs, and trucks. When consumers see the CRR logo online, they can click to see the Overall Score for that particular vehicle and learn about our extensive testing that's behind the rating. At a dealership, you can use your smartphone to scan a special QR code (see below). You won't see CRR in any paid advertising.

How CRR Works

The program is a way to increase the visibility of our recommendations, so more

car shoppers can benefit from our unbiased vehicle ratings. But it's only after we issue our recommendations that manufacturers have the option to display the CRR designation on their websites, on other dealer sites, and at dealerships, provided they agree to our strict usage guidelines.

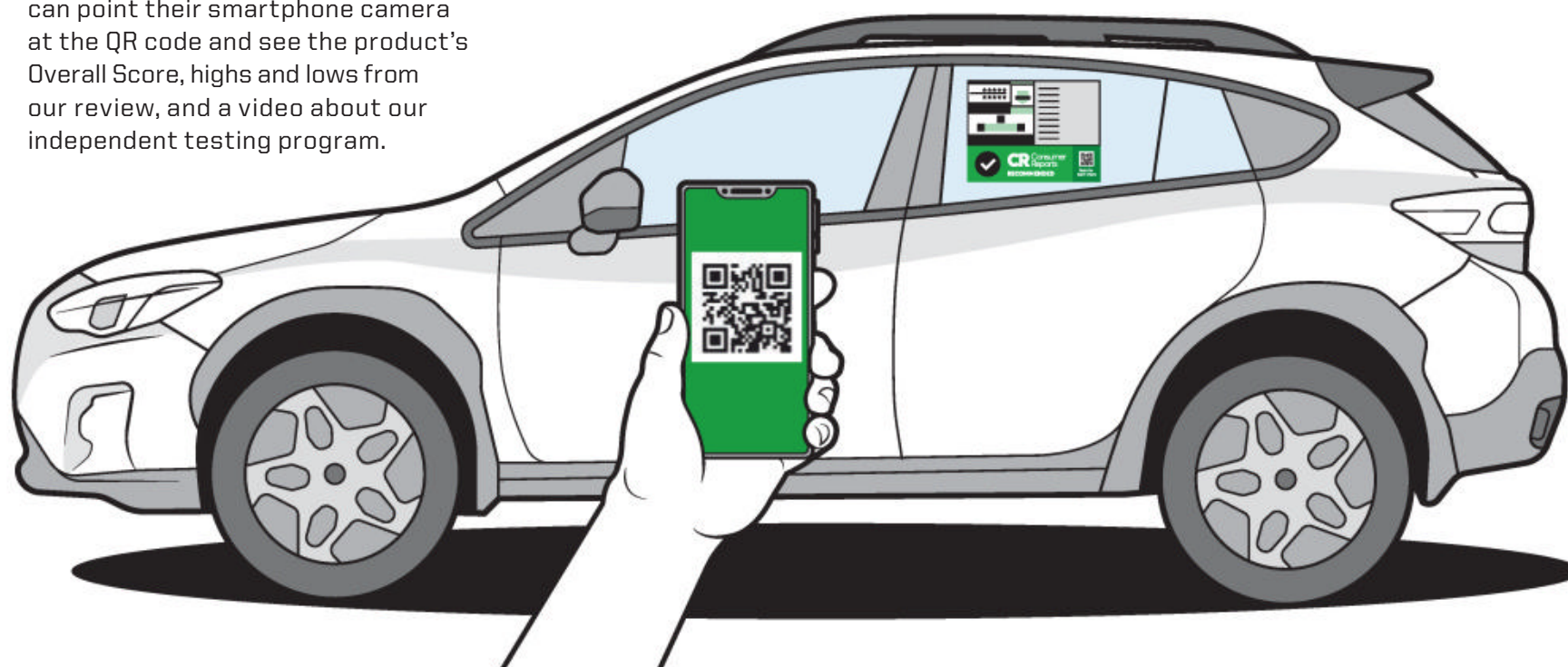
Only CR members have full access to our ratings, research and reviews, and deals and discounts. Even so, CRR is designed to assist any consumer, including nonmembers, as they shop for cars or other products that are a part of the program. We hope the experience

will prompt consumers who might not know us to join our community. Our goal is to welcome new members so that together we can champion greater consumer protections.

CR buys, tests, and evaluates the products we rate, and that commitment hasn't wavered in our 85 years. Our Auto Test Center staff evaluates about 50 vehicles a year, conducting more than 50 tests on each model to assess safety, driving performance, comfort, and ease of use. We anonymously buy the vehicles, just like a consumer would, and we never base our ratings on models borrowed from the manufacturer.

WHERE YOU'LL SEE CR RECOMMENDED

When shoppers come across the CRR logo at a store or dealership, they can point their smartphone camera at the QR code and see the product's Overall Score, highs and lows from our review, and a video about our independent testing program.



WHY YOU CAN DEPEND ON CR'S

Our 3,500-foot-long snaking road course lets us assess each vehicle's handling and cornering abilities.

A section of our test track is used for fuel-economy testing, simulating urban/suburban driving.

We assess a vehicle's off-roading prowess on our grueling 33-percent-grade rock hill.

This wet course can hold a pool of water on the road to test tire hydroplaning resistance.

Our 2-acre vehicle dynamics area is used for wet tire handling evaluations.

CONSUMER REPORTS

anonymously buys about 50 models each year. We put them through more than 50 tests and evaluations at our 327-acre Auto Test Center in Colchester, Conn., providing you with key information to make an informed car selection. We also test tires for performance and child car seats for fit and ease of use.

RATED FROM INSIDE TO OUT

RIDE COMFORT: We drive every vehicle on surrounding public roads to experience the same types of bumps and ruts most drivers encounter in daily life.

IN-CAR ELECTRONICS: Testers assess the user-friendliness of infotainment systems and interior controls.

SPACE AND ACCESS: We rate interior roominess and how difficult it is to get in and out of each vehicle.

FIT AND FINISH: We examine

each cabin to determine build and material quality.

CHILD SEATS: We rate each vehicle on how easily child seats can be properly installed.

HEADLIGHTS: We test how well they cast light on road signs on a dark course on our track.

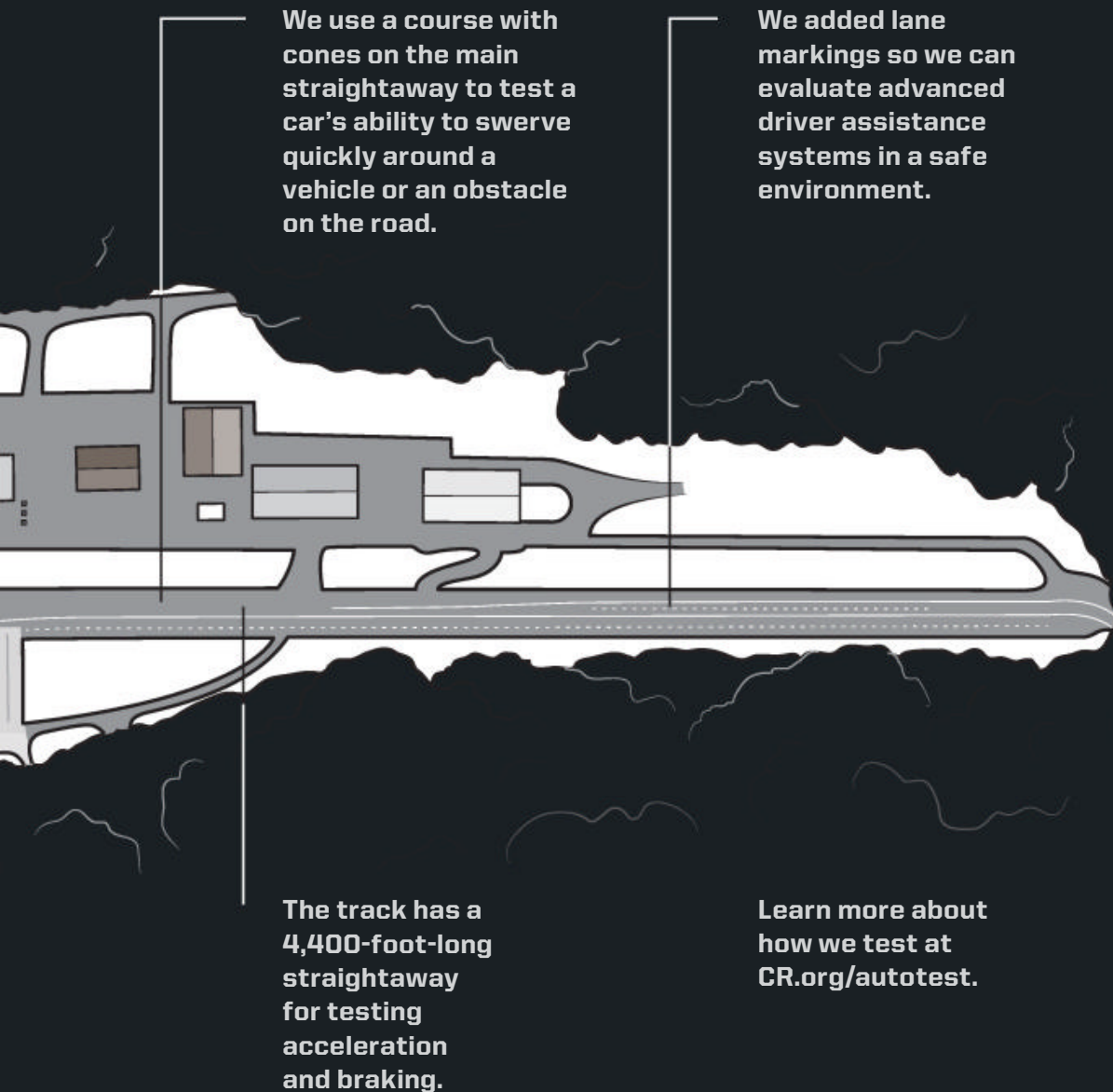
ACCELERATION: After each vehicle is driven for about 2,000 break-in miles, we begin our performance testing, which includes using our 4,400-foot-long straightaway to see how quickly each vehicle gets up to speed from a stop.

BRAKING: We conduct a series of brake tests from 60 mph to a complete stop on wet and dry pavement.

HANDLING: Our 3,500-foot curvy road course helps us assess how well each vehicle negotiates corners. We also have a crash-avoidance course to simulate quickly swerving around a sudden obstacle.

MPG: Our fuel-economy testers use a flow meter spliced into the fuel lines to determine city, highway, and overall mpg.

CAR RATINGS



We use a course with cones on the main straightaway to test a car's ability to swerve quickly around a vehicle or an obstacle on the road.

We added lane markings so we can evaluate advanced driver assistance systems in a safe environment.

The track has a 4,400-foot-long straightaway for testing acceleration and braking.

Learn more about how we test at [CR.org/autotest](https://www.crauto.com/autotest).

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ADVANCED DRIVER ASSISTANCE SYSTEMS

Because ADAS features are increasingly common on most models, we now test forward collision warning (FCW), automatic emergency braking (AEB), and pedestrian detection to see how well they work.

LANE MARKINGS: We've applied lane markings at our track to see how well some ADAS features react in real-world driving scenarios, such as when a car drifts out of its lane.

FOAM-CAR TEST: We drive each

vehicle at 20 mph toward a foam car to see how well FCW and AEB help avoid a collision.

PEDESTRIAN SAFETY: We do the same with a target dummy to evaluate how well pedestrian detection systems perform.

TIRE TESTING

We test about 50 tire models each year—for cars, SUVs, and trucks—putting them through up to 12 tests to help you choose the best replacement tires that fit your needs.



GREEN CHOICE

In this issue, we're introducing a new CR designation that directs you to the cleanest cars. We've added a green leaf icon in our ratings charts next to vehicles with the cleanest emissions. We did this in collaboration with the EPA, so you can make the most informed choice when buying a car.

10 TOP



PICKS

These are the most exceptional new cars on the road today. They all shine in CR's tests and surveys, and each comes standard with key advanced safety features.

BY JEFF S. BARTLETT



MAZDA CX-30

10 Top Picks



ACH YEAR MORE than 250 models compete for the hearts, minds, and driveways of American car shoppers. At

Consumer Reports, we rank the new models we buy and evaluate based on regimented performance tests and survey results from our members. Here, we highlight the best of the best in our annual Top Picks, standouts in popular price categories and types.

These 10 models have earned their

way onto our list through outstanding performance in more than 50 tests at CR's Auto Test Center, as well as having solid marks for reliability and owner satisfaction in our member surveys. All have also scored well in dynamic safety tests, such as our challenging accident maneuver, and, if tested, earned passing grades in crash assessments conducted by the federal government and the insurance industry.

"We put thousands of miles on each test car and evaluate them for how people actually use them," says Jake Fisher, head of auto testing at

Consumer Reports. "That means we care more about how your next car or SUV performs when it comes to safety, comfort, and fuel efficiency than how quickly it can circle a race track."

Each Top Pick has an Overall Score that's among the highest in its category. And it must come standard with forward collision warning (FCW) and automatic emergency braking (AEB) with pedestrian detection—proven features that prevent injuries and save lives by reducing collisions.

Learn more about the Top Picks at [CR.org/cars](https://www.consumerreports.org/cars).

SUBCOMPACT SUV

Mazda

CX-30

\$22,050-\$34,050



PREDICTED RELIABILITY

OWNER SATISFACTION

The small, urban-friendly CX-30 has a more spirited driving feel than its main rivals, with responsive handling and a firm ride. And it out-accelerates most competitors, even with the base 2.5-liter four-cylinder, although that thrust creates some engine noise. In a class filled with joyless continuously variable transmissions, the car's conventional six-speed automatic delivers the satisfaction of traditional shifts. A new turbo engine adds even more oomph to this mighty mite. Its main superpower is the winning combination of key standard safety equipment and much-better-than-average predicted reliability.

SHOWN ON THE PREVIOUS PAGE

SMALL CAR



Toyota

COROLLA

\$20,025-\$28,310



HYBRID



PREDICTED RELIABILITY

OWNER SATISFACTION

You might think that buying a budget-priced car means compromising on performance and comfort. But some inexpensive rides punch above their weight year after year when it comes to value. Case in point: the tried-and-true Corolla, which delivers terrific fuel economy, has more standard safety features than some cars at twice the price, and earns top marks for predicted reliability. The core model is a sedan, powered by a thrifty

four-cylinder engine that delivers 33 mpg overall and 45 mpg on the highway. There's also an impressive hybrid version, a Green Choice, that earns 48 mpg overall and 59 mpg on the highway. Even with its extreme efficiency, this Corolla is enjoyable to drive. The steering is well-weighted, there's limited lean when tackling corners, and the ride is among the best in the class. Want something spicier? Choose the sportier XSE trim or the nimble hatchback.

PHOTOS: JOHN POWERS/CONSUMER REPORTS (5)

SMALL SUV

Subaru
FORESTER

\$24,795-\$34,895

89 OVERALL SCORE
90 ROAD TEST
28 MPG

- ↑ PREDICTED RELIABILITY
- ↑ OWNER SATISFACTION



The Forester has been a Top Pick for eight straight years. Clearly, Subaru knows what it's doing with small SUVs, and it hasn't deviated much from that winning formula over time. The

Forester stands out by being so easy to live with. The tall roofline creates a spacious interior that seems to defy the exterior dimensions. And the large doors make for easy access in and out of the

vehicle. These facets combine to create the best outward visibility of any vehicle beyond a bicycle, making it easy to view the road around you. This adds an airy feeling, and it can help with parking. Fuel

economy is impressive, especially for an SUV that isn't a diesel or hybrid. And every Forester comes with a standard AWD system and a generous roster of active safety features.

HYBRID

Toyota
PRIUS

\$24,525-\$32,650

80 OVERALL SCORE
75 ROAD TEST
52 MPG

- ↑ PREDICTED RELIABILITY
- ↑ OWNER SATISFACTION

For over two decades, the Prius hybrid has set the standard for fuel-efficient cars. There are more competitors than ever now as other automakers race to catch up, but none of them offer a high-efficiency model

with such a balanced overall package. Sure, some might chase the 52 mpg overall, but no rival can also replicate the Prius' top marks for reliability and owner satisfaction. Ultimately, that's the highest praise. It speaks volumes that such a mechanically complex car can deliver rock-solid reliability and thrill owners year after year. Recent innovations include an AWD option and the Prius Prime, a nicely outfitted plug-in version that gives 25 miles of electric-only range. If you want to spend less time at the pump and the repair shop, this is the car to buy.



MIDSIZED SEDAN

Toyota
CAMRY

\$24,970-\$35,545

88 OVERALL SCORE
86 ROAD TEST
32 MPG

HYBRID
90 OVERALL SCORE
89 ROAD TEST
47 MPG

- ↑ PREDICTED RELIABILITY
- ↑ OWNER SATISFACTION



The Camry fends off would-be challengers with its mix of efficiency, performance, and reliability. This solid choice is newly available with AWD.

Looking for extremely reliable family transport on a budget? The base Camry comes with a litany of key safety and driver assistance features. Its four-cylinder engine is energetic and frugal, with 32 mpg overall. For a sportier experience, the SE and XSE bring a more expressive exterior, tauter suspension, and a more athletic character. Want to burn even less fuel? The hybrid gets a stunning 47 mpg overall and has quick acceleration.

10 Top Picks

SUV/WAGON



Subaru **OUTBACK**

\$26,795-\$39,945

86 OVERALL SCORE
91 ROAD TEST
24 MPG

↓ PREDICTED RELIABILITY
↑ OWNER SATISFACTION

Is it a wagon or SUV? Who cares? The Outback deftly balances carlike driving manners and efficiency with SUV-like functionality. It's a do-it-all vehicle with broad

appeal and hiking-boot styling. It has a comfortable interior, generous passenger space, a roomy cargo section, and clever rails in the roof rack that swing across when needed and stow neatly to the side to become more aerodynamic when not. The Outback has a ride that outshines some luxury models in the way it swallows bumps. All models have ample ground clearance and standard all-wheel drive, making them ready for light off-pavement adventures. The XT adds effortless acceleration for an extra kick in the keister.

MID-SIZED, THREE-ROW SUV



Kia **TELLURIDE**

\$32,190-\$44,390

97 OVERALL SCORE
97 ROAD TEST
21 MPG

↑ PREDICTED RELIABILITY
↑ OWNER SATISFACTION

Last year the Telluride became the new benchmark for three-row SUVs thanks to its thoughtful, no-compromise design. Now in its second year on the Top Picks list, it still dominates this popular segment with a stellar road test and Overall Score. And surveys show that owners love it. This isn't a model that

MID-SIZED SUV

Lexus **RX**

\$45,170-\$57,210

80 OVERALL SCORE
77 ROAD TEST
22 MPG

HYBRID
83 OVERALL SCORE
80 ROAD TEST
29 MPG

↑ PREDICTED RELIABILITY
↑ OWNER SATISFACTION

The RX continues to set the standard for the mid-sized luxury SUV segment, serving up a combination of comfort, performance, safety, and reliability that can't be beat. Everything about the RX is smooth and luxurious, from the plush ride to the hushed cabin and wide, supple seats. The base engine is a silky V6 that packs power, but the real treat is the hybrid. It feels quicker, with more immediate response from the electric motors, and it delivers an impressive 29 mpg overall. For those who crave a bit more élan, there's an F Sport variant with more supportive seats and some



added flair. Lexus continues to make upgrades to the RX, even though this generation has been on sale for a few years. The addition of blind spot warning and rear cross traffic

warning as standard equipment make it even more desirable. For those who need three rows, there's a slightly longer L version with a small third-row seat.



COMPACT PICKUP TRUCK

Honda
RIDGELINE

\$36,490-\$43,920

80 OVERALL SCORE | **83** ROAD TEST | **20** MPG

↑ PREDICTED RELIABILITY
↑ OWNER SATISFACTION

Many pickup trucks are proud, hulking brutes. But these commercial-grade monsters are overkill for many suburbanites and weekend warriors. That's where the genius of the Ridgeline comes in. This highly innovative, newly

updated truck can haul dirt bikes and tow a small trailer but was designed to excel in the daily commute, with room for family and a clever lined bed that practically does magic tricks. Swing open or fold down the tailgate and you can access a lockable underbed storage box that can double as a cooler. Some versions offer a unique built-in bed sound system for tailgating. The 3.5-liter V6 is a slick and powerful engine. At 20 mpg overall in our tests, the Ridgeline is also the most fuel-efficient truck that's not diesel- or hybrid-powered. And the ride is comfortable and composed.



thrives on flash. Instead, it stands out by being highly competent in nearly every way. The large, upright design gives it easy access and broad visibility. The cabin is spacious and the controls are simple. The seats are comfortable in each row, with the front and second row being especially

accommodating. The powertrain teams a V6 with a conventional eight-speed automatic transmission to create effortless power, which contributes to a quiet interior on a par with an ultra-luxury model. Plus, the ride is supple and handling is secure. The Telluride delivers a lot of SUV for the money.

ELECTRIC CAR

Tesla
MODEL 3

\$37,990-\$54,990

78 OVERALL SCORE | **82** ROAD TEST | **353** RANGE IN MILES

↓ PREDICTED RELIABILITY
↑ OWNER SATISFACTION

The Model 3 delivers an otherworldly driving experience, with punchy acceleration that comes on in a quiet surge. (In our tests, it reached 60 mph in 5.3 seconds—quicker than a Dodge Challenger V8.) This uncanny performance is



matched with sharp handling and precise steering befitting a sports sedan. The minimalist interior has a futuristic design aesthetic, with a massive 15-inch touch screen that's

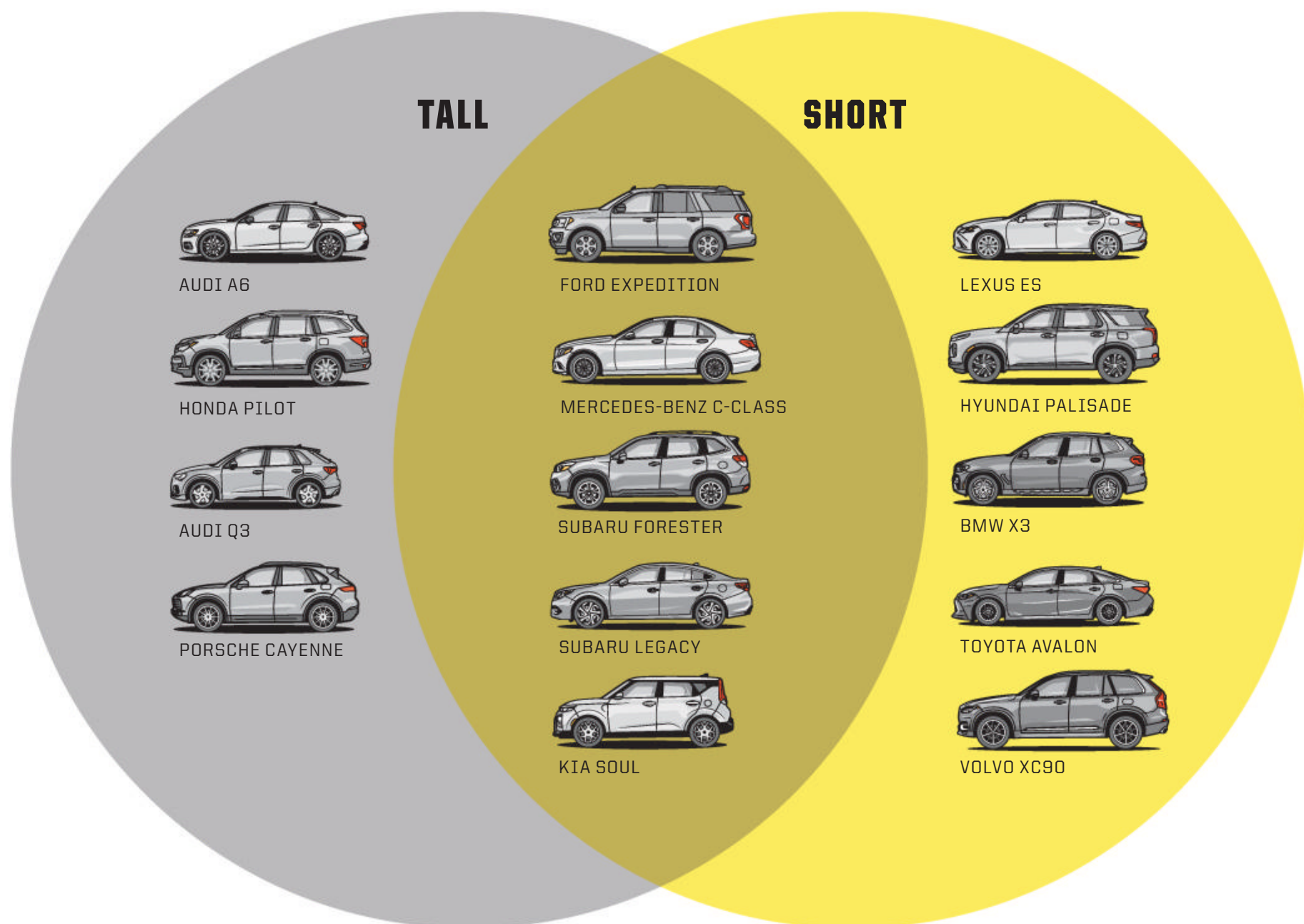
used for most controls, but the screen is distracting to use. Innovation abounds, from the keyless access to Tesla's ability to send over-the-air updates that continue to add

features well after the car is bought. Another notable Tesla advantage is being able to charge relatively quickly on the go. Being green has never been so much fun.

BEST FOR...

... TALL AND SHORT DRIVERS

IN SOME CARS, shorter drivers may struggle to reach the pedals and steering wheel while maintaining good visibility. In others, taller drivers may feel cramped. That's why CR puts testers of several heights—from just about 5 feet tall to over 6 feet—behind the wheel to evaluate access, driving position, front-seat comfort, and visibility. We even found some models that both tall and short drivers can share comfortably.



... BARGAIN HUNTERS

THE AVERAGE NEW car costs upward of \$38,000, but the vehicles below are available for much less. They boast solid reliability and a high CR road-test score, plus standard forward collision warning (FCW) and automatic emergency braking (AEB). Blind spot warning (BSW) either comes standard on these models or as an option that doesn't push the overall price above \$30,000.

SMALL CAR



TOYOTA PRIUS



NISSAN SENTRA



TOYOTA PRIUS PRIME



TOYOTA COROLLA HATCHBACK



TOYOTA COROLLA



MAZDA3

SPORTY CAR



HYUNDAI VELOSTER



MAZDA MX-5 MIATA

MIDSIZED CAR



TOYOTA CAMRY



NISSAN ALTIMA



SUBARU LEGACY



KIA K5



MAZDA6



VOLKSWAGEN PASSAT



HYUNDAI SONATA

SMALL SUV



SUBARU FORESTER



HONDA CR-V



MAZDA CX-5



HYUNDAI KONA



KIA SPORTAGE



MAZDA CX-30



MAZDA CX-3

... URBAN DRIVERS

MANY CITY DWELLERS need vehicles that are small enough to park in tight spots but big enough for a road trip or weekend shopping excursion. We narrowed our list down to new cars with a tight turning radius for maximum maneuverability, strong city gas mileage, and a ride that absorbs potholes. All of our picks, shown at right, have standard automatic emergency braking (AEB) with pedestrian detection.



NISSAN SENTRA



TOYOTA PRIUS



HONDA INSIGHT



TOYOTA COROLLA



TOYOTA RAV4



SUBARU FORESTER



HONDA CR-V

... VALUE-MINDED BUYERS

POPULAR CARS DON'T always offer the best value. Some struggle in our reliability or satisfaction surveys, lack key safety features, or fall short in our tests. Here are CR-recommended alternatives, including new cars with better Overall Scores, and more reliable used cars.

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<div data-bbox="168 1832 478 1959" data-label="Image"> </div> <div data-bbox="163 1989 447 2022" data-label="Caption"> <p>NISSAN ROGUE SPORT</p> </div>	<div data-bbox="531 1846 638 1898" data-label="Text"> <p>COMPACT SUV</p> </div> <div data-bbox="657 1832 966 1959" data-label="Image"> </div> <div data-bbox="669 1989 934 2022" data-label="Caption"> <p>SUBARU CROSSTREK</p> </div>	<div data-bbox="1100 1832 1409 1959" data-label="Image"> </div> <div data-bbox="1115 1989 1293 2022" data-label="Caption"> <p>2015 BMW X3</p> </div>	<div data-bbox="1465 1846 1604 1923" data-label="Text"> <p>USED COMPACT LUXURY SUV</p> </div> <div data-bbox="1606 1832 1938 1959" data-label="Image"> </div> <div data-bbox="1619 1989 1854 2022" data-label="Caption"> <p>2015 ACURA RDX</p> </div>
<div data-bbox="149 2079 457 2206" data-label="Image"> </div> <div data-bbox="163 2230 342 2266" data-label="Caption"> <p>FORD ESCAPE</p> </div>	<div data-bbox="531 2093 638 2145" data-label="Text"> <p>COMPACT SUV</p> </div> <div data-bbox="667 2079 970 2206" data-label="Image"> </div> <div data-bbox="669 2230 831 2266" data-label="Caption"> <p>MAZDA CX-5</p> </div>	<div data-bbox="1100 2068 1436 2206" data-label="Image"> </div> <div data-bbox="1115 2230 1476 2266" data-label="Caption"> <p>2014 JEEP GRAND CHEROKEE</p> </div>	<div data-bbox="1480 2093 1596 2170" data-label="Text"> <p>USED MIDSIZED SUV</p> </div> <div data-bbox="1606 2068 1980 2206" data-label="Image"> </div> <div data-bbox="1619 2230 1883 2266" data-label="Caption"> <p>2017 LINCOLN MKX</p> </div>
<div data-bbox="159 2315 510 2444" data-label="Image"> </div> <div data-bbox="163 2472 373 2508" data-label="Caption"> <p>FORD EXPLORER</p> </div>	<div data-bbox="520 2351 646 2403" data-label="Text"> <p>THREE-ROW SUV</p> </div> <div data-bbox="674 2315 1010 2444" data-label="Image"> </div> <div data-bbox="669 2472 869 2508" data-label="Caption"> <p>KIA TELLURIDE</p> </div>	<div data-bbox="1115 2335 1465 2444" data-label="Image"> </div> <div data-bbox="1115 2472 1293 2508" data-label="Caption"> <p>2015 AUDI A6</p> </div>	<div data-bbox="1491 2351 1581 2428" data-label="Text"> <p>USED LUXURY CAR</p> </div> <div data-bbox="1606 2335 1980 2444" data-label="Image"> </div> <div data-bbox="1619 2472 1829 2508" data-label="Caption"> <p>2014 LEXUS GS</p> </div>

... TIRE SHOPPERS

REPLACING TIRES CAN be a pricey necessity. This chart shows some of the best values CR has uncovered based on Overall Scores, the prices we paid for the tire sizes we tested, and predicted tread life from our exclusive treadwear testing (listed in miles). Some of our choices cost a bit more than average up front, but we've found they last much longer than less expensive models.

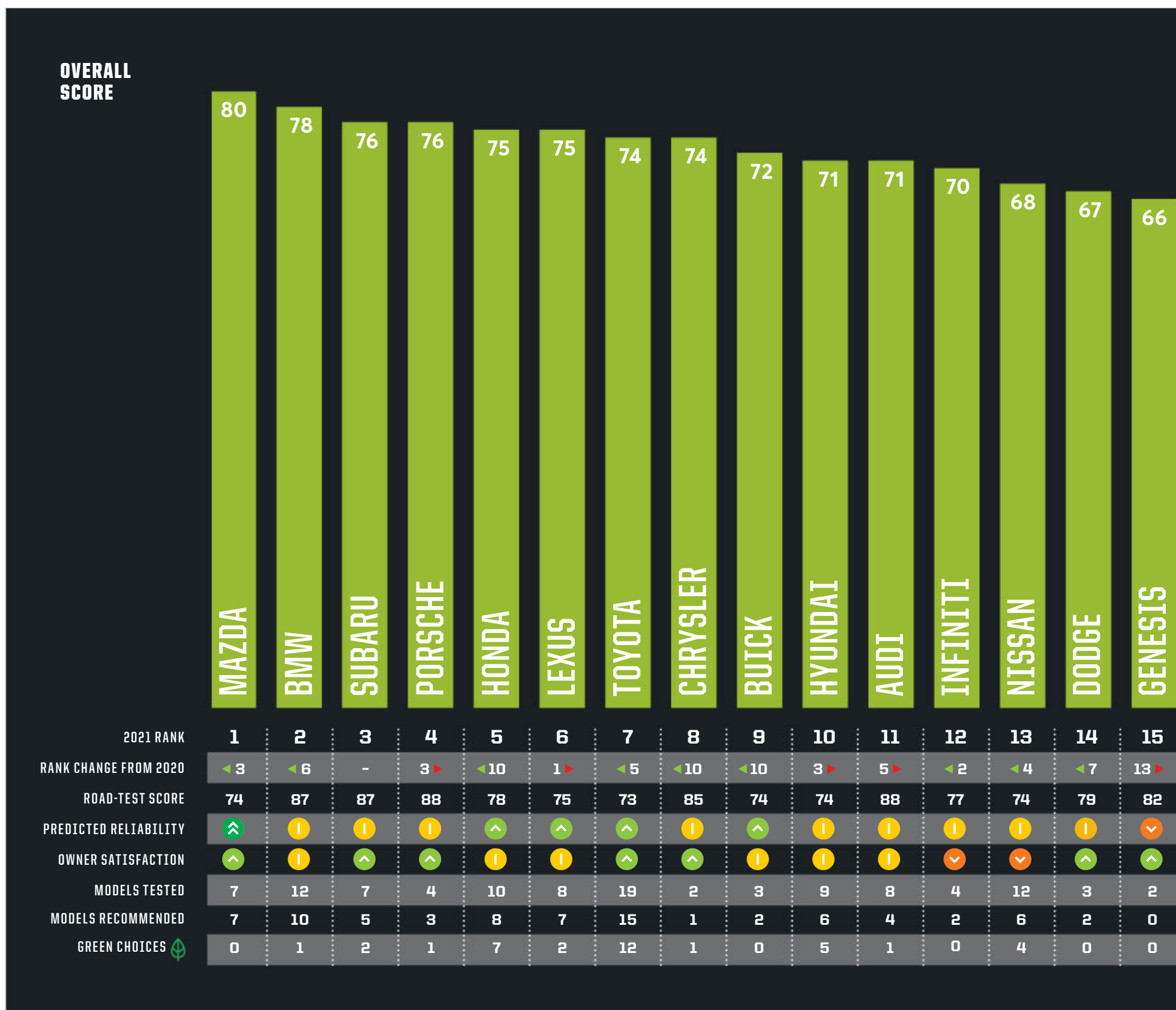


WE RATE THE CAR BRANDS

Our annual report card ranks the brands based on Overall Score

OUR CAR BRAND report card this year saw some significant reshuffling as some brands rocketed up the rankings and others fell. Big moves can usually be attributed to changes in predicted reliability for individual models within a brand's lineup. We determine reliability by asking our members in surveys to report on problems they've experienced with their vehicles.

Mazda, Subaru, and Porsche were again among the top brands. Honda showed the most improvement, increasing 10 spots into the Top 5, aided by improved reliability. (All but two Hondas now have average reliability or better.) BMW also rose this year into the Top 5. A pair of gainers—Chrysler and Buick—made it into the Top 10 because of incremental improvements in their product



lines and downward movement by rivals. The luxury brands Genesis and Lincoln registered the biggest drops, each due to subpar predicted reliability.

We compile the report card by looking at the Overall Score for each model, factoring in road-test performance, predicted reliability, owner satisfaction, and safety. Then we average all of them to come up with a brand Overall Score.

To be included in our report card, a brand must have at least two models that we've tested. Fiat, Maserati, and Ram didn't have the minimum number this year. Fiat was the lowest-ranked brand last year. Alfa Romeo now holds that last spot.

How We Rank Car Brands

The **Overall Score** for individual models is based on four key factors: the road test,

reliability, owner satisfaction, and safety.

For the **Road-Test Score**, we put the vehicles we buy through more than 50 tests and evaluations.

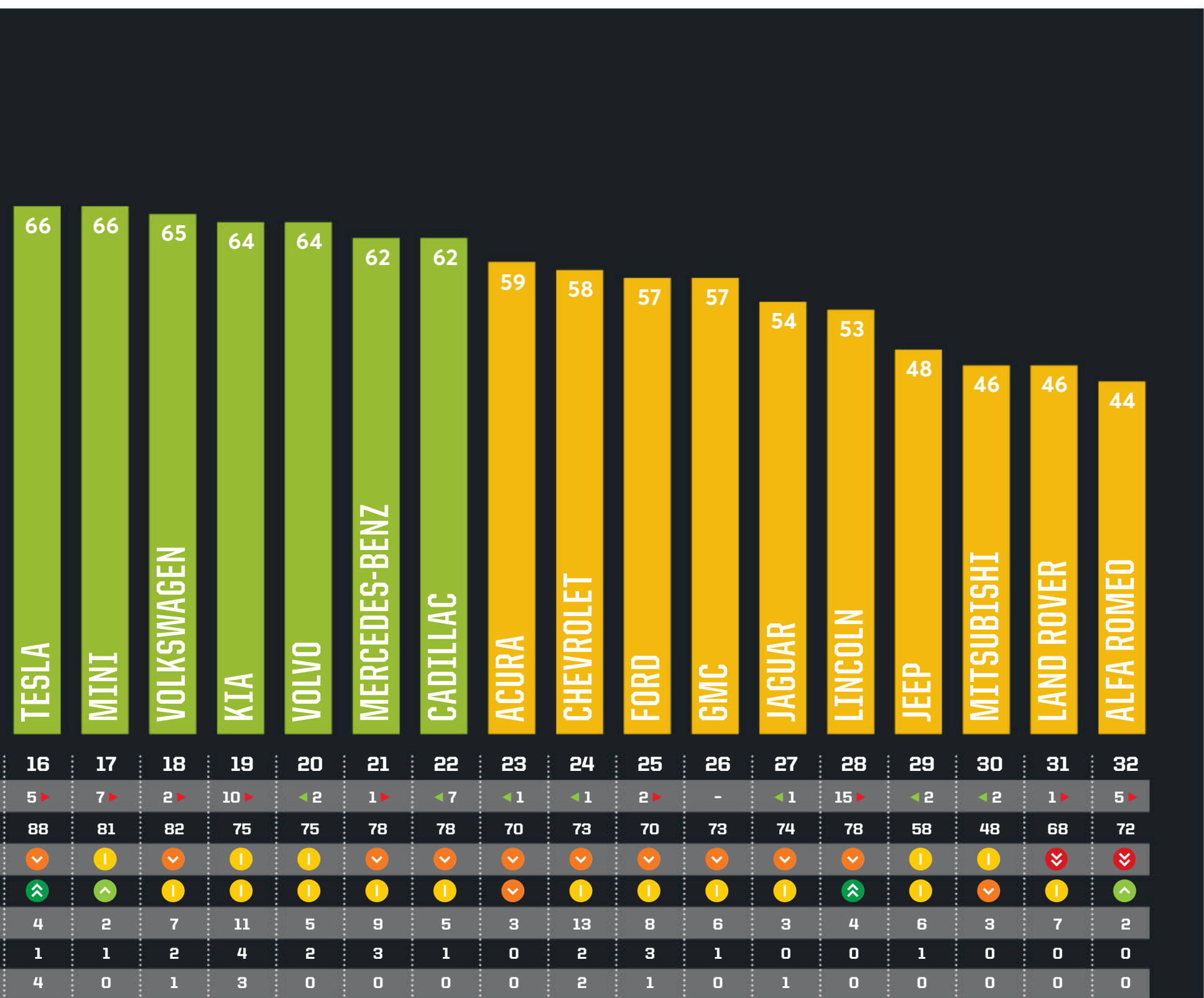
Predicted Reliability ratings are based on the problems reported by members in 17 trouble areas in CR's auto surveys.

Owner Satisfaction predictions are based on whether CR members say in our surveys

that they'd buy the same vehicle again, if given the chance.

Safety includes an assessment of crash-test results and extra points awarded for vehicles that come with proven safety features standard on all trims.

Green Choices reflect how many tested vehicles from a brand earned the Green Choice designation for being among the cleanest, lowest-emitting passenger vehicles.



COOL. NEW CARS TO COME

Planning to buy a car this year? Or just want to peruse the sharpest new cars on their way to showrooms? Check out our guide here to new (or redesigned) models slated for release soon.



NISSAN Z PROTO
The Z's interior, part of the coupe's coming makeover.



NISSAN Z

\$40,000-\$50,000* | ON SALE: TBD

Nissan previewed the next generation of the venerable Z sports car with the Z Proto. The updated coupe brings a more modern style, new features, and increased power from a turbocharged engine. Even so, the new Z still follows the same basic formula: two doors, six cylinders, and a manual transmission. The current 370Z has been on sale for over a decade. We hope this version will bring modern-era driving dynamics, safety, and features while retaining the Z's driver-focused heritage.



JEEP GRAND CHEROKEE L

\$40,000-\$60,000* | ON SALE: Spring 2021

The three-row Grand Cherokee L is an all-new SUV that can seat up to seven. It'll be followed by a two-row version to replace the current Grand Cherokee. The interior is significantly updated, but two core powertrains—a 290-hp, 3.6-liter V6 and a 357-hp, 5.7-liter V8—carry over. Each is mated with an eight-speed automatic transmission. A plug-in hybrid version comes later. Rear-wheel drive is standard, but four-wheel-drive systems with varying degrees of capability are available.



GENESIS GV70

\$40,000-\$55,000* | ON SALE: Mid-2021

Sized to compete with the BMW X3 and Mercedes-Benz GLC, the 2022 GV70 is an entirely new, stylish SUV with the same engine choices as the larger GV80. The base powerplant is a 2.5-liter turbocharged four-cylinder engine, which we think is one of the better engines in its class. The upgrade choice is a 3.5-liter turbocharged V6 that delivers effortless acceleration in the GV80. The GV70 is based on a rear-drive platform, and all-wheel drive will also be available.



VOLKSWAGEN GTI/GOLF R

\$30,000-\$40,000* | ON SALE: Fall 2021

VW is axing its regular Golf model in the U.S., but the sportier versions remain. A redesigned 2022 GTI will offer sophistication and practicality in a fun-to-drive package, with handling upgrades, a lower stance, an improved interior, and a turbo four-cylinder engine that now kicks out 242 hp. The all-wheel-drive Golf R also returns, with 315 hp and a more advanced traction control setup. Both cars come with a six-speed manual transmission as standard; a seven-speed dual-clutch auto is optional.



AUDI A3

\$33,500-\$40,000* | ON SALE: Late 2021

This redesigned version of Audi's smallest sedan hits U.S. shores this fall as a 2022 model. It's longer, wider, and more aerodynamic, but also promises more headroom due to a higher roofline and lower front seats. Exterior styling is reminiscent of the latest A6 and A8 sedans. Inside, there's the newest version of Audi's MMI infotainment interface, with physical buttons for some key features. Front- and all-wheel drive will be offered, as well as a 48-volt mild-hybrid system.



JEEP WAGONEER & GRAND WAGONEER

\$60,000-\$100,000* | ON SALE: Late 2021*

Jeep resurrected a well-known name for its newest pair of SUVs. The three-row Wagoneer will be bigger than the Grand Cherokee L. Based on the Ram pickup truck, it will use an independent rear suspension for a more refined ride and more responsive handling. The flagship Grand Wagoneer promises to pamper with a more luxurious interior and the latest technology features—and a higher price to match. Four-wheel drive and a plug-in hybrid version also will be offered.

THE NEXT EVs

Check out the coming wave
of electric SUVs and pickup trucks

BY BENJAMIN PRESTON



🔌 CHARGING AHEAD

The Rivian R1T, Ford Mustang Mach-E, and Volkswagen ID.4 are among the many EVs racing to market.



UNTIL RECENTLY, the electric vehicle revolution was limited mainly to sedans and small hatchbacks, not the pickups and SUVs that Americans so love. But that's changing as advances in battery technology make it more affordable to put electric powertrains into heavier vehicles. "With the effortless power of silent and efficient electric motors, EVs are already starting to dominate the

sports car and luxury vehicle markets," says Jake Fisher, head of auto testing at Consumer Reports. "SUVs and pickups are a logical next step, as EVs can slash gasoline use while providing the torque and power that consumers want."

Other factors are also sparking interest in EVs. Several states are following California's lead in requiring that all vehicles be emission-free by 2035. And General Motors recently said it aspires to stop producing gas-powered passenger vehicles by the same year. Other automakers could follow.

While EVs often cost more up front, tax breaks can lower their cost. And they can be cheaper over the long haul, saving not only on fuel but also on repairs because their simpler mechanics make them easier to maintain. A recent CR analysis found that overall, a small gas-powered SUV with 24 mpg costs 18 cents per mile to operate vs. 8 cents per mile for an equivalent EV. And the savings for going electric could be even greater with pickups because gas-powered versions of those tend to be the thirstiest models on the road.

TRUCKS

Ford F-Series pickups have dominated U.S. vehicle sales for decades, with big trucks from Chevrolet and Ram close behind. EV manufacturers have noticed. Ford has an electric F-150 in the works, GM revived its Hummer nameplate as an EV, and a handful of new manufacturers are poised to unleash fresh-looking takes on the powerful trucks that American buyers have come to expect. But before you get too excited by the torque claims some manufacturers make, it's good to understand how they arrive at those numbers. The Hummer EV pickup, for example, comes with an 11,500 lb.-ft. torque rating compared with a 1,075 lb.-ft. rating for the Ram 3500, a powerful conventional truck. But that's because the torque on a conventional truck is measured at the engine, not the wheels, as it is in many EVs. Measured at its motors, the Hummer's torque would be more in line with a diesel-powered truck. So EV truck owners can expect snappy acceleration and impressive towing, but not necessarily more capability than with a conventional pickup. The details here are for starting-price models.



FORD F-150 EV

STARTING PRICE: Not yet available
RANGE: Not yet available
MOTOR POWER: Not yet available
TOWING CAPACITY: Not yet available
ON SALE: Mid-2022

Ford is keeping many details about its all-electric truck under wraps. But it's reasonable to predict towing capacity and range that rival other electric pickups.



GMC HUMMER EV

STARTING PRICE: \$79,995
RANGE: About 350 miles
MOTOR POWER: 625 horsepower
TOWING CAPACITY: Not yet available
ON SALE: Fall 2021

Reborn as an EV, the new Hummer could be a fun off-road toy for the few who can afford it. It includes, for example, a crab-walk feature that helps it maneuver through tight spaces on the trail.



RIVIAN R1T

STARTING PRICE: \$67,500
RANGE: Up to 300 miles
MOTOR POWER: 800+ horsepower
TOWING CAPACITY: Up to 11,000 lb.
ON SALE: Preorder now, with deliveries in the summer

Also aimed at well-heeled adventurers, the Rivian combines futuristic looks with off-road prowess. It will come as a pickup (R1T) and an SUV (R1S).



TESLA CYBERTRUCK

STARTING PRICE: \$39,900
RANGE: 250+ miles
MOTOR POWER: Not yet available
TOWING CAPACITY: 7,500+ lb.
ON SALE: Late 2022

Some love its angular looks, others not so much. But at this point, the Cybertruck is mostly concept. Tesla has not yet revealed its final market-ready form.

SUVs

Pickups may be the best-selling individual vehicles in the U.S., but compact and midsize SUVs—with their ample space and elevated ride height—account for the bulk of overall sales. When the EV dam finally breaks, it will probably be the humble crossover that does the job. Models such as the Toyota RAV4 and Honda CR-V are now the family hauler of choice in the U.S., so it makes sense that manufacturers keen on selling EVs would turn to SUVs. The first electric SUV to hit it big was the Tesla Model X, a luxury model that's out of reach for most people, with a starting price of \$89,990. The company also has a less expensive SUV, the Model Y, starting at \$41,990. But more affordable options are on the way, with most major automakers launching at least one model in the next few years. And as more people buy the vehicles and production costs decline, expect sticker prices to drop, too. Details that follow are for starting-price models of each vehicle.



AUDI Q4 E-TRON

STARTING PRICE: Not yet available
RANGE: Not yet available
MOTOR POWER: Not yet available
BATTERY CAPACITY: Not yet available
ON SALE: Not yet available

Built on the same modular electric drive architecture (MEB) platform as the Volkswagen ID.4, the Q4 E-Tron is a luxury model that will compete with the Tesla Model Y. It's part of Audi's push to have nearly one-third of the models it sells in the U.S. be electrified by 2025.



NISSAN ARIYA

STARTING PRICE: About \$40,000
RANGE: Up to 300 miles
MOTOR POWER: 214 horsepower
BATTERY CAPACITY: 65 kWh
ON SALE: Late 2021

Similar in size to the popular gasoline-powered Nissan Rogue, the Ariya will come in front- and all-wheel-drive versions. The starting-price model will cost less than a basic Tesla Model Y.



VOLKSWAGEN ID.4

STARTING PRICE: \$39,995
RANGE: 250 miles
MOTOR POWER: 201 horsepower
BATTERY CAPACITY: 82 kWh
ON SALE: Available now

VW says the ID.4 will be about the size of a Tiguan compact SUV but with the ride and handling of a standard Golf, which is being discontinued in the U.S.



VOLVO XC40 RECHARGE

STARTING PRICE: \$53,990
RANGE: 208 miles
MOTOR POWER: 402 horsepower
BATTERY CAPACITY: 78 kWh
ON SALE: Available now

Volvo says the electric version of its compact luxury SUV will be the first in its lineup to get Android software and over-the-air updates.

FIRST DRIVE

FORD MUSTANG MACH-E



The Mustang Mach-E is Ford's first EV designed to be electric from the outset. It wears the Mustang name and adapts a few styling cues from that iconic muscle car, but this is an all-new animal. For starters, it's an SUV with room for five, not a low-slung coupe. Based on our initial drive and positive reactions from onlookers, we think Ford's heritage-inspired EV could be a winner.

Before buying our own Mach-E for a full test, we rented one from Ford for a First Drive, opting for an extended-range premium AWD rated for 270 miles of range. A full charge on a 240-volt connector takes 10.7 hours, according to the Environmental Protection Agency. Ford says DC fast charging can bring the battery from 10 percent to 80 percent in 45 minutes.

The electric power is immediate, smooth, and quiet—quite different from the raucous, engine-revving, gear-slapping experience of a Mustang GT. The Mach-E has an Unbridled mode, which adds an artificial engine sound through the speakers tied to how hard you accelerate. Beyond the straightline thrills expected from a Mustang, the Mach-E has nimble handling and quick reflexes. Factor in the high-tech interior and the versatility, and this is truly a “Mustang plus.”

WHAT WE RENTED: 2021 Ford Mustang Mach-E Premium AWD

POWERTRAIN: 346 horsepower combined from two electric motors; 1-speed direct drive; all-wheel drive; 88-kWh battery

MSRP: \$49,700

OPTIONS: 88-kWh extended range battery, \$5,000
 Rapid Red metallic paint, \$400

DESTINATION FEE: \$1,100

TOTAL COST: \$56,200
 (before \$7,500 federal tax credit)

WE LIKE: Handling, power delivery, versatility, connectivity

WE DON'T LIKE: Rear hatch power release through screen

A large touch screen dominates the dashboard and serves as a gateway to audio, climate, phone, navigation, and EV data. It takes some getting used to, and some functions, like releasing the rear hatch, take three steps. Wireless Android Auto and Apple CarPlay work seamlessly. The FordPass app lets you remotely control the temperature and monitor vehicle status. See our full First Drive review at [CR.org/mache0421](https://www.consumerreports.org/ford/mustang-mach-e).

— Gabe Shenhar

STICKER SHOCK

PRICE INFORMATION
BASE PRICE
TOTAL OPTIONS/OT

TOTAL VEHICLE & O
DESTINATION & DEL

THE TRUTH ABOUT DESTINATION FEES

CR exposes how ballooning delivery charges may add to the cost of your new car.

BY MIKE MONTICELLO



WILLIAM POTVIN, a loyal Mazda owner from Maumee, Ohio, understands that consumers routinely pay something called a destination or delivery fee when they buy new cars. But when he purchased a new Mazda CX-5 in 2019, Potvin was caught off-guard by the amount: \$1,045, up from the \$820 he paid when leasing a Mazda6 in 2016.

“That’s a nearly 30 percent increase in three years,” the CR member says.

It turns out Potvin’s experience reflects a trend. A new CR investigation, based on research from the industry data source ChromeData, found that mainstream automakers increased destination fees from an average of \$839 in 2011 to \$1,244 in 2020. That’s more than 2.5 times the rate of inflation.

Compounding the problem is that destination charges, which can also be called things like “inland freight and handling” fees, often take car buyers by surprise. The fees appear as a line item on car window stickers at dealerships. But they’re rarely baked into the prices in car ads or clearly listed on automaker websites. Instead, these non-negotiable fees tend to lurk in the fine print.

In addition, while experts agree that destination fees have something to do with getting cars from factories and ports to car dealerships, it’s not at all clear exactly what they cover, how they’re determined, or why they should be treated any differently from, say, the cost of equipping a car with a steering wheel.

One reason for the mystery, consumer advocates argue, is that

the fees are really little more than a stealthy way for automakers to raise prices without fully owning up to it.

“The auto industry’s relative silence on the rise of destination charges is a bit deafening,” says David Friedman, CR’s vice president of advocacy. “If they had a valid reason beyond just driving up the price, they would actually be able to point us toward specific examples of costs that have gone up within the shipping process.”

CR is calling for rules requiring automakers to include destination charges in their advertised and online prices—and not just in the footnotes.

To help consumers better understand what they’ll pay, we display destination fees on new-car model pages at [CR.org/cars](https://www.consumerreports.org/cars).

“The lack of transparency about how destination charges are derived, and the rate they’ve been increasing, is why CR now highlights them,” says Jake Fisher, senior director of auto testing at CR.

Some Grow Faster Than Others

Amid the overall growth of destination fees across the industry, our investigation found a wide range of variation, including several pockets of especially significant increases.

Stellantis, the company formerly

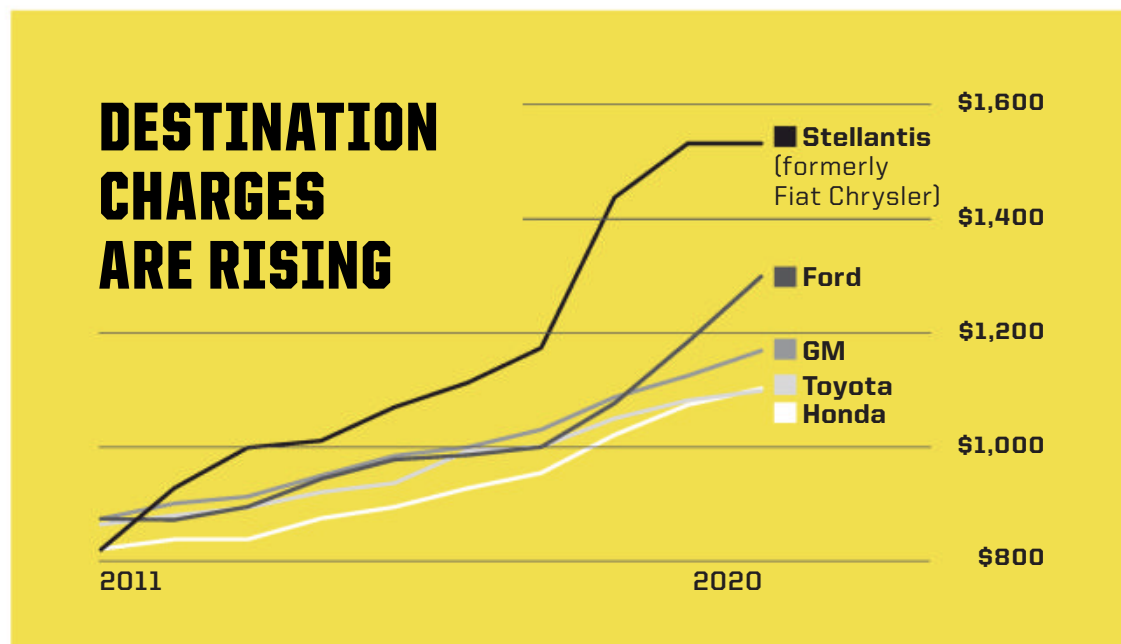
known as Fiat Chrysler that’s behind the Chrysler, Dodge, Fiat, Jeep, and Ram brands, among others, is a notable example. Destination fees rose an average of 90 percent on Chrysler, Dodge, and Jeep vehicles; 74 percent on Ram trucks since 2011; and 114 percent on Fiats since 2012. The charges on one model, the Jeep Cherokee, rose to \$1,495 in 2019 from \$995 in 2016, a 50 percent increase in just three years.

Other models with sizable destination fees include the much anticipated new Ford Bronco and the smaller Ford Bronco Sport, for which the fee is \$1,495, and the 2021 Ford F-150 and Ram 1500 pickups, at \$1,695.

We asked several automakers, including Acura, Ford, General Motors (GM), Kia, Mini, Stellantis, and Toyota, why destination fees are on the rise. Most didn’t answer the question directly; some declined to comment.

A GM spokesperson, James Cain, wrote in an email that freight and logistics costs had increased, and pointed to growing sales of pickups and SUVs. “The bigger the truck, the fewer you may be able to fit on a carrier/rail car,” he explained.

Daniel Barbossa, a Ford spokesperson, echoed that point, telling us that “the shift by consumers to



SUVs and trucks” has contributed to increased shipping costs, along with the high demand for shipping and a shortage of skilled drivers.

But if that’s the case, then how have other automakers managed to keep the fees from increasing as much? While our investigation found that almost all of them have increased destination charges over the past decade, many have done so in line with inflation, which rose about 18 percent over the period. Audi showed the slowest increases, for example, inching its average destination fee up 10 percent. BMW, Infiniti, Lexus, Lincoln, Mercedes-Benz, and Volvo each grew their fees by less than 20 percent.

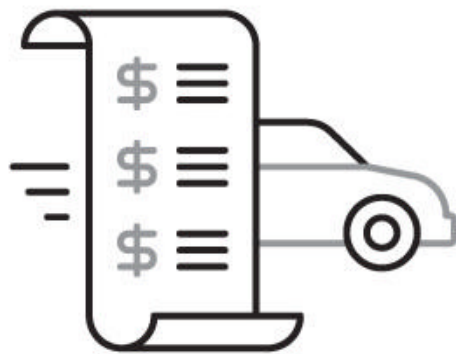
When we asked for more explanation on how destination fees are calculated, almost all of the manufacturers we contacted repeated the same vague formulation: They’re simply the average of what it costs to deliver a model from U.S. factories or ports to the closest and most distant dealerships. (This ensures that customers don’t pay more or less based on location.) None would provide a detailed breakdown of how they calculate the fees on any particular model.

Raising Fees for Profit?

That lack of transparency has led many to wonder why delivery costs are foisted on consumers at all. Car buyers often pay extra for options like leather seats and high-end sound systems, but delivery is no more optional than a windshield. And almost no other business expects consumers to pay separately to send goods to stores.

“The automaker should be responsible for getting their product to the retailer, just like eggs to a grocery store or electronics to a store such as Best Buy,” says Jack Gillis, executive director of the Consumer Federation of America.

The conclusion of many consumer advocates is that inflating destination fees is just a way for automakers to boost the bottom line without officially raising prices. “There is no reason why



KNOW YOUR FEES

DOCUMENTATION

WHAT IT IS: Aka the dealer conveyance fee, it’s a charge for processing the title, registration, and the like.

TYPICAL RANGE: \$75-\$800

WHAT TO DO: **Negotiate.**

Eliminating it entirely is hard, but ask for a discount on this fee, on the “out the door” price, or on a dealer-installed accessory such as winter floor mats.

DEALER PREP

WHAT IT IS: Also called a “vehicle prep” or “predelivery inspection” fee, it often appears on a second sticker next to the official one at the dealership.

TYPICAL RANGE: \$100-\$500

WHAT TO DO: **Contest it.**

Along with a full tank of gas, it should be the dealer’s responsibility to take the plastic off the seats and do similar prep.

ADVERTISING

WHAT IT IS: Dealers sometimes try to recoup the cost of national and regional advertising campaigns.

TYPICAL RANGE: \$100-\$1,000

WHAT TO DO: **Refuse it.**

These costs should be incorporated into the sticker price.

MARKET ADJUSTMENT

WHAT IT IS: Translation: This is a hot car in short supply. Don’t want to pay this fee? Fine. We’ll sell the car to someone else.

TYPICAL RANGE: \$300-\$5,000

WHAT TO DO: **Try to negotiate.**

But unless you find the car elsewhere, you may have little leverage.

destination charges are not incorporated into the cost of the vehicle,” Gillis says, “except that it enables the manufacturer to charge more.”

Dan Bedore, an independent consultant with 25 years of executive experience at several car manufacturers, puts it more starkly. “[Destination] ends up being another lever the business can pull to increase revenue,” he says. “It does not take a mathematician to understand the value of a \$100 increase to a company that sells 2 million units a year.”

How to Get a Better Deal

There’s currently little a consumer can do to avoid paying the destination fees on a new car. “It’s simply a pass-through charge from the automaker to the dealer,” says Jill Merriam, owner of Key Hyundai of Manchester and Key Hyundai of Milford, both in Connecticut, whose sales staff will negotiate the bottom line but not destination charges.

Still, understanding the fees can help you get a better deal. Here are three tips:

Know the fees when you see them (even those in the fine print).

Destination fees are listed in the last line item at the bottom of every new car’s window sticker, right above “total MSRP.” But they may not be obvious in advertised or online prices.

Compare apples to apples. Whether you’re comparing various models or the same model at different dealerships, make sure the prices include destination and other fees. When pricing on automaker websites, click through to the summary to see prices with fees included.

Negotiate the bottom line, not the destination fees. Instead of focusing on the delivery charges, insist on discussing your “out the door” price. And don’t be shy about asking for a reduction; car dealers expect you to haggle. Aim to get the price down by \$1,000 or so to offset the destination charges.

YOUR RIDE CAN MAKE THE AIR CLEANER

Buying a car with low or zero emissions helps reduce pollution and its damaging effects on health and the environment. CR's new Green Choice designation will guide you to the cleanest models on the lot.

BY KEVIN DOYLE







AS AN INTERNIST, Gaurab Basu has always understood the link between the air his patients breathe and their health, but never more starkly than during the pandemic. Working just outside Boston, he treats residents of Chelsea, among the cities in Massachusetts with the worst air quality and highest incidence of COVID-19. “It really bothers me that many of my patients have been set up to do poorly through no fault of their own because the pollution in their environment is working against them,” says Basu, who is also a fellow at Harvard’s Center

for Climate, Health, and the Global Environment. “Exposure to both pollution and COVID-19 is putting strain upon strain on their health.”

The health consequences of smog-forming auto emissions are particularly pronounced in urban areas, like Basu’s, where neighborhoods are often hemmed in by major roadways and industrial sites are common. Greenhouse gases—chiefly carbon dioxide—also emitted by cars magnify those harms and are linked to sea-level rise, heat waves, droughts, severe storms, and other extreme changes on a global scale.

Although the sheer number of cars on America’s roads makes them a key culprit of global warming and of fouling the air with smog-forming pollutants, advances in vehicle technology are increasingly providing cleaner, greener choices, even for consumers shopping for gas-powered vehicles. These innovations include gains in fuel efficiency made possible by advances in gas-powered engines

and gas-electric hybrid technology, as well as by all-electric vehicles (EVs), which produce no direct emissions.

To help consumers find these cleaner options, CR is launching our new Green Choice program this month, using a green leaf icon to identify the new cars, SUVs, and minivans with the lowest greenhouse gas and smog-forming emissions. (See “What the New Green Choice Designation Means,” below.) “EVs are best for the environment, but you can still meaningfully reduce your impact by choosing the right gas-powered car or truck,” says Jake Fisher, senior director of auto testing at CR. “About a quarter of CR’s recommended cars earn the Green Choice designation, including midsize vehicles and even some larger hybrid SUVs and minivans.”

The Air Pollution Problem

Governments—local and worldwide—have only just begun to create policies to reduce the greenhouse gas emissions that contribute to global warming.

WHAT THE NEW GREEN CHOICE DESIGNATION MEANS



Low/No Greenhouse Gas Emissions



Low/No Smog-Forming Emissions



Green Choice

OUR NEW GREEN CHOICE designation highlights the top 20 percent of vehicles on the market with the cleanest emissions. Green Choice cars, SUVs, and minivans are

indicated in our ratings by a green leaf icon and are gas-powered, hybrid, and electric. The new rating was developed in collaboration with the Environmental Protection

Agency’s SmartWay program, which rates vehicles for levels of greenhouse gas and smog-forming emissions. Green Choice allows consumers to make a more informed

decision when shopping for a new vehicle. We also indicate which cars meet the Green Choice standard in our online ratings and model pages at [CR.org/cars](https://www.consumerreports.org/cars).

By contrast, decades of federal and state emissions regulations have slashed smog-forming pollutants, making the nation's air much cleaner than it was 50 years ago, when some cities were regularly cloaked in a toxic haze. But even today, air pollution, including harmful emissions from vehicles and industry, causes more than 60,000 U.S. deaths each year, according to a 2020 report from the Boston-based Health Effects Institute, a nonprofit that funds research on the harms of air pollution.

Now, after decades of improvements in air quality, we appear to be losing ground, in part because the warmer temperatures brought about by climate change make some types of pollution more common. According to the American Lung Association, 150 million people live in counties with unhealthy levels of air pollution, a number that increased between 2013 and 2017, the most recent years for which data are available.

The tailpipe of every vehicle with an internal combustion engine chugs out an alphabet soup of pollutants. The following are among the most widespread threats to human health. **Greenhouse gases:** Carbon dioxide and other greenhouse gas emissions are linked to global warming and the current climate crisis. While state and federal standards have recently slowed the growth of these emissions, transportation remains the largest source in the U.S. Domestically and globally, disadvantaged groups, such as those living in poverty, are generally more susceptible to the negative impacts of climate change, including drought and floods.

Nitrogen oxides (NOx) and volatile organic compounds (VOCs): These pollutants can form ground-level ozone, a key component of smog. (See “Where Smog Comes From,” at right.) “Ozone is a corrosive gas that can attack our lungs and affect their tissue similar to the way a sunburn affects

our skin,” says Will Barrett, director of clean air advocacy at the American Lung Association.

Ozone has been linked to lung inflammation and worsened asthma and chronic obstructive pulmonary disease, and is a likely cause of heart attack and stroke. Transportation is the leading source of nitrogen oxides, which are linked to 13,000 U.S. deaths each year.

Particulate matter: Vehicle emissions contain tiny particles known as PM2.5 that are a fraction of the diameter of

a human hair. They can bypass the body's natural defenses and penetrate deeply into the lungs. Exposure to PM2.5 has been linked to lung cancer, the development of asthma in children, increased risk of heart attack and stroke, and premature death. Particulate matter is responsible for an estimated 47,800 U.S. deaths a year. Cars and other modes of transportation make up less than 10 percent of PM2.5 emissions, but experts say reducing it in vehicle emissions would lower fatality rates.

WHERE SMOG COMES FROM

AIR POLLUTION IS CAUSED by multiple sources, including gasoline and diesel vehicles, and industries that burn carbon fuel. All of these emit nitrogen oxides (NOx) and volatile organic compounds (VOCs), which, when exposed to sun, can create ground-level ozone, a key ingredient of smog. Particulate matter—including extremely small particles known as PM2.5—is another byproduct of burning fuel and a particularly harmful ingredient of smog.



HOW THE CAR YOU BUY CAN HELP CLEAR THE AIR

CHOOSING A FUEL-EFFICIENT car or an electric vehicle is a great way to reduce or eliminate trips to the pump and emissions of carbon dioxide, a greenhouse gas that contributes to climate change. But when it comes to smog-forming pollutants, some cars

emit a lot more than others. The comparisons below illustrate how much more one car may pollute than another in the same category. (The Environmental Protection Agency emissions ratings are on a 1-to-10 scale, with 10 indicating the least-polluting.)

COMPACT SUVs



MIDSIZE 2-ROW SUVs



MIDSIZE 3-ROW SUVs



WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE **ICU**

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

The Human Toll

The harm caused by these emissions cuts a wide swath, but experts say children are among the most vulnerable to serious health problems, including increased susceptibility to infection, asthma, and permanently diminished lung capacity.

Low-income groups and communities of color also share an excessive pollution burden and experience greater harm, including an increased risk of premature death. The American Lung Association reports that people of color are 1.5 times more likely than others to live in a county with unhealthy air. And a 2019 study by the Union of Concerned Scientists found that Asian American residents in Massachusetts were exposed to harmful concentrations of particulate matter from tailpipes 36 percent higher, on average, than were white residents. Black and Latino residents were exposed to concentrations 34 percent and 26 percent higher, respectively, than were whites.

Compounding their elevated exposure to pollutants in these communities is residents' limited access to healthcare, says Afif El-Hasan, MD, a pediatric asthma specialist and spokesperson for the American Lung Association. This can magnify the toll of getting sick by, for example, making some people unable to work, El-Hasan says. "Pollution affects bodies, wallets, and the ability for people to be employed. It hurts everything. All because cars need to spit out smoke."

Making Green an Easy Choice

Buying an electric vehicle is one of the most effective ways to address the nation's air pollution problem because EVs produce no direct emissions. CR research shows that owning an EV will save the typical driver \$6,000 to \$10,000 over the life of the vehicle, compared with owning a comparable gas-powered model. But EVs currently

“EVs ARE BEST FOR THE ENVIRONMENT, BUT YOU CAN STILL MEANINGFULLY REDUCE YOUR IMPACT BY CHOOSING THE RIGHT GAS-POWERED CAR OR TRUCK.”

—JAKE FISHER, SENIOR DIRECTOR OF AUTO TESTING AT CR

represent only about 2 percent of the passenger vehicle market. This number will undoubtedly climb: California has pledged that all new passenger vehicles sold in that state will be zero-emissions by 2035, and General Motors has signaled that it wants to produce an all-electric fleet by that same year. But until auto manufacturers make EVs more widely available, choosing a gasoline vehicle with low smog-forming and greenhouse gas emissions is one of the easiest ways to help reduce air pollution and the harm it does to health and to the environment.

Green Choice cars, SUVs, and minivans are among the 20 percent lowest contributors to smog-forming and greenhouse gas emissions for their model year, based on Environmental Protection Agency ratings.

“Climate change and air pollution present crucial challenges to this country's health and well-being, and the choices we make matter,” says Karl Simon, director of the EPA's

Transportation and Climate Division. “EPA supports the effort to put trustworthy information in the hands of American consumers to help them make the best decision for their family, their health, and the environment.”

David Friedman, CR's vice president of advocacy, says that Green Choice will encourage automakers to make cleaner cars, just as CR's auto reliability and owner satisfaction information helps move the industry toward producing safer, higher-quality vehicles.

In a January 2021 nationally representative CR survey of 2,223 U.S. adults, 66 percent said they were very or somewhat worried about tailpipe emissions contributing to health conditions related to air quality; 61 percent said that those emissions are a very or somewhat important factor when considering purchasing or leasing a vehicle. Emissions data are available on the window stickers of new vehicles, but more than half (53 percent) of survey respondents who shopped for a new car during the previous two years said they weren't aware of that.

“For a long time we've included fuel efficiency in our road-test score for vehicles, but until now we haven't looked at what's coming out of the tailpipe,” CR's Fisher says. “Green Choice will make the vehicles with the lowest greenhouse gas and smog-forming emissions readily apparent to consumers.”

Basu, the Boston area doctor and Harvard fellow, says consumers can play a larger role in stopping climate change and reducing air pollution than they might realize. “These problems can feel so big and overwhelming that we don't know how to contribute meaningfully to the challenge. But consumer choice is a way that we can transform our economy into a cleaner and healthier one. I hope that's what's on people's minds the next time they go to buy a car.”

NEW CAR RANKINGS



Our new-vehicle ratings, organized by Overall Score and price range, provide decision-making data for car shoppers. Each year, we put about 50 new or redesigned models we buy through their paces at our 327-acre track and on nearby public roads. As part of our evaluation, we look at factors such as performance, fuel economy, and comfort. We also assess reliability and owner satisfaction from our member surveys, and we identify which key safety features come standard. It all goes into calculating each vehicle's Overall Score.

BY JONATHAN LINKOV

RATINGS

HOW TO READ THE RATINGS

Recommended Vehicles, indicated with a check mark (✓), are the models with the highest Overall Scores that meet the threshold in their category.

Make + Model reflects the vehicle we tested and its engine displacement.

Overall Score reflects a vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Annual Auto Surveys, the availability of active safety features (forward collision warning, automatic emergency braking with pedestrian detection and at highway speeds, and blind spot warning), and, if available, results from government and insurance-industry crash tests.

Survey Results reflects findings from CR's Annual Auto Surveys, completed by CR members.

Predicted Reliability is our determination of how well a model will hold up, based on the problems that members reported in CR's Annual Auto Surveys, which include data on around 329,000 vehicles.

Owner Satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again.

To determine the reliability and owner satisfaction predictions, we use a model's latest three years of data, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all new or redesigned, we use our expert judgment based on brand track record and similar models.

Road-Test Results includes CR's test findings that we feel are the most relevant. We buy and test more than 50 vehicles each year, driving them for thousands of miles and putting them through multiple tests and evaluations. The results of these tests make up our road-test score. Some tests, such as those for braking and fuel economy, are measured with instruments; categories such as seat and

ride comfort, noise, and fit and finish are graded by our experts. The usability rating is a combination of our testers' assessments of the ease of performing everyday driving tasks, as well as cockpit ergonomics and interface design. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in electric and gas modes.

Active Safety Features identifies whether a vehicle has forward collision warning (FCW), automatic emergency braking that operates at highway speeds (AEB, highway), a pedestrian detection system (AEB, pedestrian), and blind spot warning (BSW). Each system must be standard on all trims to gain an extra point in the Overall Score. We use S to indicate that the system is standard; 0 means it's available on some versions. A dash (-) means no system is offered.

Why Some Vehicles Are Not Rated Certain models have been redesigned or extensively freshened since our last test, or are new. All are scheduled to be included in future road tests. Models include

the Acura MDX; Audi A3; Buick Envision; Cadillac Escalade; Chevrolet Corvette; Ford Bronco, Bronco Sport, F-150, and Mustang Mach-E; Genesis G80 and GV80; Hyundai Santa Fe and Tucson; Infiniti QX55; Kia Sorento; Mercedes-Benz S-Class; Nissan Rogue; Subaru BRZ; Toyota Mirai; and Volkswagen ID.4 and Taos.

What Our Ratings Symbols Mean



Green Choice

This new designation, developed in collaboration with the Environmental Protection Agency, indicates which cars, SUVs, and minivans are among the top 20 percent cleanest-emitting cars. Green Choice vehicles are designated with a green leaf icon. **For more info, see page 32.**



LEARN

Go to [CR.org/newcarbuyingguide](https://www.crbuyingguide.org) for advice on whether you should buy or lease your next new car, and other car shopping tips.

Make + Model	Overall Score	Survey Results		Road-Test Results										Active Safety Features					
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
UNDER \$25,000																			
SEDANS																			
✓ Honda Insight 1.5H	79			73	54	/						54.0	8.7	136	3+1	S	S	S	0
✓ Toyota Corolla 1.8H	77			69	48	/						53.0	10.3	142	3+1	S	S	S	0
✓ Nissan Sentra 2.0L	77			81	32	/						55.5	8.5	129	3+2	S	S	S	S
✓ Toyota Corolla 1.8L	77			68	33	/						53.0	10.4	134	3+1	S	S	S	0
✓ Subaru Impreza 2.0L	75			85	30	/						56.0	9.5	124	2+2	0	0	0	0
✓ Mazda3 2.5L	75			75	30	/						54.0	7.7	125	3+1	S	S	S	0
✓ Honda Civic 2.0L	75			76	32	/						56.0	8.7	129	3+1	S	S	S	-

New Car Ratings

Make + Model	Overall Score	Survey Results		Road-Test Results										Active Safety Features					
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
SEDANS UNDER \$25,000 <i>Continued</i>																			
✓ Hyundai Elantra 2.0L	75	↓	↓	76	33	↓ / ↓	↑	↓	↓	↓	↑	55.5	7.9	128	2+3	S	S	S	S
✓ Honda Civic 1.5T	74	↓	↑	75	31	↓ / ↓	↓	↓	↑	↓	↑	54.5	7.1	129	3+1	S	S	S	-
Nissan Versa 1.6L	62	↓	↓	61	32	↓ / ↓	↑	↓	↓	↓	↑	52.5	9.6	130	3+1	S	S	S	0
Hyundai Accent 1.6L	58	↓	↓	64	33	↓ / ↓	↑	↓	↓	↓	↑	57.5	9.9	128	2+3	0	-	0	-
Kia Rio 1.6L	55	↓	↓	61	33	↓ / ↓	↑	↓	↓	↓	↑	54.5	9.6	131	2+3	0	-	0	-
Volkswagen Jetta 1.4T	50	↓	↓	78	34	↑ / ↑	↑	↑	↑	↓	↑	52.0	9.0	135	3+2	0	-	0	0
Kia Forte 2.0L	43	↓	↓	67	34	↓ / ↓	↑	↓	↓	↓	↑	53.0	8.3	131	3+1	S	0	S	0
HATCHBACKS																			
✓ Toyota Corolla Hatchback 2.0L	67	↓	↓	66	36	↑ / ↓	↑	↓	↓	↓	↑	53.5	8.7	129	1+1	S	S	S	0
Nissan Kicks 1.6L	64	↓	↓	64	32	↓ / ↑	↑	↓	↓	↓	↓	51.5	10.5	137	3+0	S	S	S	S
Toyota C-HR 2.0L	64	↓	↓	64	29	↓ / ↑	↑	↓	↓	↓	↑	52.5	11.2	131	2+0	S	S	S	0
Hyundai Venue 1.6L	59	↓	↓	61	32	↓ / ↓	↑	↓	↓	↓	↑	55.5	8.9	125	2+2	S	S	S	0
Kia Soul 2.0L	48	↓	↑	76	28	↑ / ↑	↑	↓	↓	↓	↑	55.0	8.8	120	1+1	0	0	0	0
Chevrolet Spark 1.4L	45	↓	↓	47	33	↓ / ↓	↑	↓	↓	↓	↓	57.5	12.0	129	1+1	0	-	-	-
Mitsubishi Mirage 1.2L	32	↓	↓	29	37	↓ / ↓	↑	↓	↓	↓	↓	52.5	12.1	138	1+1	S	S	-	-
SUVs																			
✓ Subaru Crosstrek 2.0L	84	↑	↑	87	29	↓ / ↑	↑	↑	↑	↓	↑	54.5	10.2	125	27.5	0	0	0	0
✓ Hyundai Kona 2.0L	77	↑	↓	71	26	↑ / ↓	↑	↓	↓	↓	↑	56.0	11.1	129	22.5	S	0	S	0
✓ Mazda CX-30 2.5L	75	↑	↑	64	27	↑ / ↓	↓	↓	↓	↑	↑	54.0	8.7	133	21.5	S	S	S	0
✓ Mazda CX-3 2.0L	73	↑	↓	64	28	↓ / ↓	↓	↓	↓	↓	↑	53.5	9.6	135	18.0	S	S	S	S
✓ Honda HR-V 1.8L	71	↑	↓	66	29	↓ / ↑	↑	↓	↓	↓	↑	55.0	10.5	132	32.0	0	0	0	-
Kia Seltos 2.0L	63	↓	↓	72	28	↓ / ↑	↑	↓	↓	↓	↑	55.0	9.0	128	28.0	0	0	0	0
Nissan Rogue Sport 2.0L	59	↓	↓	72	26	↑ / ↓	↑	↑	↑	↓	↑	52.5	10.3	134	24.5	S	S	S	S
Chevrolet Trailblazer 1.3T	55	↓	↓	66	27	↓ / ↑	↑	↓	↓	↓	↓	54.0	9.5	133	24.0	S	S	-	0
\$25,000-\$35,000																			
SEDANS																			
✓ Toyota Camry 2.5H	90	↑	↑	89	47	↑ / ↑	↑	↑	↑	↑	↑	54.5	7.8	138	3+1	S	S	S	0
✓ Toyota Camry 2.5L	88	↑	↑	86	32	↑ / ↑	↑	↑	↑	↑	↑	53.5	8.0	126	3+1	S	S	S	0
✓ Subaru Legacy 2.5L	84	↓	↑	89	28	↑ / ↑	↑	↑	↑	↑	↑	54.5	8.9	131	4+1	S	S	S	0
✓ Honda Accord 1.5T	84	↓	↑	89	31	↑ / ↑	↑	↑	↑	↑	↑	54.5	7.7	135	4+1	S	S	S	0
✓ Honda Accord 2.0H	83	↓	↑	89	47	↑ / ↑	↑	↑	↑	↑	↑	52.5	7.4	139	4+1	S	S	S	0
✓ Mazda6 2.5L	83	↑	↑	79	28	↑ / ↑	↑	↑	↑	↑	↑	54.0	9.2	133	3+2	S	S	S	S

Make + Model	Overall Score	Survey Results		Road-Test Results										Active Safety Features					
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
SEDANS \$25,000-\$35,000 <i>Continued</i>																			
✓ Honda Clarity 1.5H+E	80	↑	↑	74	110 ⁽¹⁾ / 39 ⁽²⁾	↓ / ↑	↓	↓	↑	↑	↓	53.0	8.3	141	3+2	S	S	S	-
✓ Nissan Altima 2.5L	79	↑	↓	81	31	↑ / ↑	↑	↑	↓	↑	↓	53.5	7.6	131	4+0	S	0	S	0
✓ Kia K5 1.6T	73	↓	↑	82	32	↑ / ↑	↑	↑	↑	↑	↑	53.5	7.7	130	3+2	S	S	S	0
✓ Volkswagen Passat 2.0T	72	↓	↓	77	28	↑ / ↑	↑	↑	↓	↓	↑	52.0	7.9	130	3+1	S	S	S	S
✓ Hyundai Sonata 2.5L	71	↓	↑	81	31	↑ / ↑	↑	↑	↓	↑	↑	56.0	7.5	127	3+2	S	S	S	0
✓ Hyundai Sonata 2.0H	67	↓	↑	76	44	↑ / ↑	↑	↑	↓	↑	↑	54.0	8.0	135	3+2	S	S	S	0
Acura ILX 2.4L	57	↓	↓	61	28	↑ / ↓	↓	↓	↓	↑	↓	54.5	7.5	132	2+2	S	S	S	0
Chevrolet Malibu 1.5T	45	↓	↓	80	29	↓ / ↑	↑	↑	↑	↓	↑	53.0	8.4	130	3+2	0	0	0	0
HATCHBACKS																			
✓ Toyota Prius 1.8H	80	↑	↑	75	52	↓ / ↓	↑	↑	↑	↓	↑	53.5	10.3	135	2+2	S	S	S	0
✓ Toyota Prius Prime 1.8H+E	77	↑	↑	74	133 ⁽¹⁾ / 50 ⁽²⁾	↑ / ↓	↓	↑	↑	↓	↑	55.0	10.8	139	2+0	S	S	S	0
Hyundai Ioniq 1.6H	64	↓	↑	67	52	↑ / ↓	↑	↓	↑	↓	↓	51.5	9.9	144	3+0	S	S	S	0
Kia Niro 1.6H	62	↓	↓	65	43	↓ / ↑	↑	↓	↓	↓	↓	51.0	9.9	143	2+2	0	0	0	0
SPORTS CARS																			
✓ Mazda MX-5 Miata 2.0L	87	↑	↑	80	34	↓ / -	↓	↓	↓	↓	↑	57.5	6.7	124	0+2	S	-	-	S
✓ Hyundai Veloster 1.6T	80	↑	↑	83	29	↑ / ↓	↑	↓	↓	↓	↑	60.0	7.0	119	1+2	S	0	S	0
✓ Toyota 86 2.0L	77	↑	↑	78	30	↑ / ↓	↑	↓	↓	↑	↑	56.5	7.2	126	1+2	-	-	-	-
Volkswagen GTI 2.0T	63	↓	↑	82	29	↑ / ↑	↑	↑	↓	↑	↑	55.0	6.6	132	2+1	S	S	S	S
Mini Cooper 2.0T	59	↓	↓	80	30	↑ / ↓	↓	↓	↓	↑	↑	56.0	7.2	130	1+1	S	S	-	-
Subaru WRX 2.0T	58	↓	↓	75	26	↓ / ↑	↑	↓	↓	↓	↑	59.0	6.0	120	2+2	0	0	0	0
SUVs																			
✓ Subaru Forester 2.5L	89	↑	↑	90	28	↑ / ↑	↑	↓	↑	↑	↑	53.0	9.2	130	36.5	S	S	S	0
✓ Mazda CX-5 2.5L	83	↑	↑	78	24	↑ / ↑	↓	↑	↑	↑	↑	54.0	8.6	133	30.5	S	S	S	S
✓ Honda CR-V 1.5T	82	↑	↓	82	28	↑ / ↑	↑	↑	↓	↑	↑	52.0	8.2	137	36.0	S	S	S	0
✓ Subaru Crosstrek 2.0H+E	81	↑	↑	82	90 ⁽¹⁾ / 33 ⁽²⁾	↑ / ↑	↑	↓	↑	↓	↑	53.0	9.0	129	21.5	0	0	0	0
✓ Kia Sportage 2.4L	81	↑	↓	78	23	↑ / ↑	↑	↓	↓	↓	↑	52.5	9.6	128	29.5	S	S	S	0
✓ Honda CR-V 2.0H	81	↑	↓	80	35	↑ / ↑	↓	↓	↓	↑	↑	53.0	8.5	133	34.0	S	S	S	0
✓ Buick Encore 1.4T	74	↑	↓	69	23	↑ / ↓	↑	↑	↑	↑	↓	55.0	11.0	127	26.0	0	-	-	0
✓ Chevrolet Equinox 1.5T	74	↓	↓	78	25	↑ / ↑	↑	↑	↑	↓	↑	53.0	9.6	132	32.0	S	S	-	0
✓ Toyota RAV4 2.5H	72	↓	↓	76	37	↑ / ↑	↑	↓	↓	↓	↑	52.0	7.8	139	30.5	S	S	S	0
✓ Toyota RAV4 2.5L	69	↓	↓	72	27	↑ / ↑	↑	↓	↓	↓	↑	54.0	8.3	131	30.5	S	S	S	0
Volkswagen Tiguan 2.0T	65	↓	↓	84	25	↑ / ↑	↑	↑	↑	↑	↑	52.0	10.3	131	33.0	S	S	S	S

New Car Ratings

Make + Model	Overall Score	Survey Results		Road-Test Results											Active Safety Features				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
SUVs \$25,000-\$35,000 <i>Continued</i>																			
Buick Encore GX 1.3T	64	↓	↓	67	26	↓ / ↓	↑	↓	↓	↑	↑	54.5	9.4	126	23.0	S	S	-	0
Mitsubishi Eclipse Cross 1.5T	53	↓	↓	57	24	↓ / ↑	↓	↓	↓	↓	↓	52.5	9.9	132	22.5	S	S	0	0
Mitsubishi Outlander 2.4L	53	↓	↓	59	24	↓ / ↑	↑	↓	↓	↓	↓	50.5	10.0	132	32.5	0	0	-	0
Ford Escape 2.5H	50	↓	↓	82	34	↓ / ↑	↑	↑	↓	↓	↑	51.0	8.3	128	30.5	S	S	S	S
Chevrolet Trax 1.4T	48	↓	↓	55	25	↓ / ↓	↓	↓	↓	↓	↓	54.0	10.8	130	26.0	-	-	-	0
Ford Escape 1.5T	46	↓	↓	73	26	↓ / ↑	↑	↓	↓	↓	↑	53.0	8.9	128	30.5	S	S	S	S
Ford EcoSport 2.0L	45	↓	↓	61	24	↓ / ↓	↑	↓	↓	↓	↑	54.5	10.7	132	22.5	-	-	-	0
Jeep Compass 2.4L	39	↓	↓	56	24	↓ / ↓	↑	↓	↓	↓	↓	53.5	9.8	137	27.5	0	-	0	0
Jeep Renegade 2.4L	37	↓	↓	56	24	↓ / ↓	↑	↓	↓	↓	↓	51.5	9.9	130	30.5	0	-	0	S
Fiat 500X 1.3T	31	↓	↓	50	23	↓ / ↓	↑	↓	↓	↓	↓	52.5	9.8	130	19.5	0	-	0	0
\$35,000-\$45,000																			
ELECTRIC CARS																			
✓ Chevrolet Bolt E	78	↑	↑	76	119 ¹	↓ / ↓	↑	↑	↓	↓	↑	53.0	6.8	138	2+0	0	0	-	0
✓ Hyundai Kona Electric E	74	↓	↑	76	120 ¹	↑ / ↓	↓	↑	↓	↓	↑	53.5	6.6	135	1+1	S	0	S	S
✓ Nissan Leaf E	72	↓	↓	73	104 ¹	↑ / ↓	↑	↑	↓	↓	↓	52.5	7.0	139	3+0	S	S	S	S
Kia Niro EV E	55	↓	↑	81	112 ¹	↑ / ↓	↑	↑	↓	↓	↑	52.5	6.8	135	2+2	S	S	S	S
SEDANS																			
✓ Toyota Avalon 2.5H	88	↓	↑	93	42	↑ / ↑	↑	↑	↑	↑	↑	53.0	8.3	135	4+0	S	S	S	S
✓ Volkswagen Arteon 2.0T	81	↓	↓	91	24	↑ / ↑	↑	↑	↑	↑	↑	53.5	7.9	125	4+1	S	S	S	S
✓ Nissan Maxima 3.5L	81	↑	↓	81	25	↑ / ↓	↑	↑	↓	↑	↑	53.0	6.5	132	3+0	S	S	S	S
✓ Dodge Charger 5.7L	79	↑	↑	85	20	↑ / ↑	↑	↑	↑	↑	↑	50.5	6.1	128	2+3	0	-	0	0
✓ Kia Cadenza 3.3L	79	↓	↓	91	24	↑ / ↑	↑	↑	↑	↑	↓	52.0	7.0	127	4+0	S	S	S	S
✓ Chrysler 300 5.7L	78	↑	↑	84	20	↑ / ↑	↑	↑	↑	↑	↑	49.5	6.1	134	3+1	0	-	0	0
✓ Chrysler 300 3.6L	78	↑	↑	83	22	↑ / ↑	↑	↑	↑	↑	↑	50.0	7.4	137	3+1	0	-	0	0
✓ Dodge Charger 3.6L	78	↑	↑	82	22	↑ / ↑	↑	↑	↑	↑	↑	52.0	7.4	134	2+3	0	-	0	0
✓ BMW 228i Gran Coupe 2.0T	72	↓	↑	75	27	↑ / ↓	↓	↑	↓	↑	↑	51.0	7.2	132	2+2	S	S	0	S
✓ Lexus IS 300 3.5L	70	↓	↓	69	22	↑ / ↓	↓	↑	↓	↑	↑	55.0	6.1	129	1+3	S	S	S	S
✓ Kia Stinger 2.0T	68	↓	↑	75	23	↑ / ↓	↑	↑	↓	↑	↑	53.5	7.5	132	3+0	0	0	0	S
Cadillac CT4 2.0T	65	↓	↑	78	25	↑ / ↓	↑	↑	↓	↑	↑	55.0	7.4	129	2+1	S	S	0	0
Genesis G70 2.0T	64	↓	↑	74	23	↑ / ↓	↑	↑	↑	↑	↑	56.5	7.8	137	2+0	S	S	S	S
Acura TLX 2.0T	56	↓	↓	67	23	↑ / ↓	↓	↓	↑	↑	↑	54.0	6.5	136	2+2	S	S	S	0
Mercedes-Benz CLA250 2.0T	56	↓	↓	65	27	↑ / ↓	↓	↑	↓	↑	↑	56.0	6.6	131	2+2	S	S	S	S
Mercedes-Benz A220 2.0T	55	↓	↓	64	27	↑ / ↓	↓	↑	↓	↑	↑	53.0	7.3	130	2+1	S	S	S	S

Make + Model	Overall Score	Survey Results		Road-Test Results											Active Safety Features				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
SPORTS CARS																			
✓ BMW M240i 3.0T	88	↓	↑	98	25	↑ / ↓	↑	↑	↓	↑	↑	58.5	5.2	115	2+0	S	S	0	0
✓ Ford Mustang 5.0L	76	↓	↑	84	19	↑ / ↓	↑	↓	↓	↑	↑	54.5	4.9	121	2+1	0	0	0	0
✓ Dodge Challenger 5.7L	73	↑	↑	70	20	↑ / ↓	↑	↓	↓	↑	↑	51.5	5.5	119	2+3	0	-	-	0
✓ Audi TT 2.0T	73	↓	↓	84	26	↑ / ↓	↓	↓	↓	↑	↑	58.0	6.3	113	1+2	-	-	-	S
✓ Nissan Z 3.7L	73	↓	↓	81	23	↑ / -	↑	↓	↓	↑	↑	58.0	5.3	120	1+0	-	-	-	-
✓ Ford Mustang 2.3T	70	↓	↑	76	25	↑ / ↓	↑	↓	↓	↑	↑	52.5	6.4	125	2+1	0	0	0	0
Chevrolet Camaro 6.2L	63	↓	↑	85	20	↑ / ↓	↑	↓	↓	↑	↑	56.0	4.4	112	1+2	0	-	-	0
2-ROW SUVs																			
✓ Subaru Outback 2.4T	86	↓	↑	91	24	↑ / ↑	↑	↑	↑	↑	↑	54.0	7.1	132	37.0	S	S	S	0
✓ Ford Edge 2.0T	83	↑	↓	84	22	↑ / ↑	↑	↑	↑	↑	↑	52.0	7.7	129	39.0	S	S	S	S
✓ Lexus NX 300 2.0T	82	↑	↓	74	24	↑ / ↑	↓	↑	↓	↑	↑	49.5	7.5	132	28.5	S	S	S	S
✓ Lexus UX 250h 2.0H	81	↑	↑	71	37	↑ / ↓	↓	↑	↑	↑	↑	54.0	8.8	137	18.0	S	S	S	S
✓ Nissan Murano 3.5L	79	↑	↓	77	21	↑ / ↑	↑	↑	↑	↑	↓	50.5	7.7	131	33.5	S	S	S	S
✓ Toyota RAV4 Prime 2.5H+E	79	↓	↑	85	94 ⁽¹⁾ / 34 ⁽²⁾	↑ / ↑	↑	↑	↑	↑	↑	51.0	6.3	142	30.5	S	S	S	S
✓ Toyota Venza 2.5H	78	↑	↑	75	37	↑ / ↑	↓	↑	↑	↑	↑	51.0	7.8	137	26.5	S	S	S	S
✓ BMW X1 2.0T	73	↑	↓	74	26	↓ / ↓	↑	↓	↓	↑	↑	53.0	7.9	134	27.0	S	S	-	-
✓ Volvo XC40 2.0T	73	↑	↑	71	24	↑ / ↑	↓	↑	↓	↑	↑	54.0	7.3	132	25.5	S	S	S	S
✓ Mini Cooper Countryman 2.0T	72	↓	↑	82	25	↑ / ↑	↓	↓	↓	↑	↑	53.0	8.3	120	23.5	S	S	-	-
Jeep Grand Cherokee 3.6L	67	↓	↑	80	18	↑ / ↑	↑	↑	↑	↑	↓	50.0	8.0	134	36.5	0	-	0	S
Chevrolet Blazer 3.6L	67	↓	↓	83	19	↑ / ↑	↑	↑	↑	↑	↑	54.5	6.4	130	34.5	0	0	0	0
GMC Terrain 2.0T	66	↓	↓	67	22	↑ / ↑	↓	↓	↓	↓	↓	54.0	7.2	128	33.0	S	S	-	0
Acura RDX 2.0T	65	↓	↓	82	22	↑ / ↑	↓	↑	↓	↑	↑	52.0	7.0	127	33.0	S	S	S	0
Mercedes-Benz GLB250 2.0T	64	↓	↓	81	26	↑ / ↓	↓	↑	↑	↑	↑	54.5	6.8	125	28.5	S	S	S	S
Honda Passport 3.5L	64	↓	↓	79	21	↑ / ↑	↑	↑	↓	↑	↓	53.5	6.4	135	39.0	S	S	S	0
Volkswagen Atlas Cross Sport 2.0T	64	↓	↓	81	21	↑ / ↑	↑	↑	↑	↑	↑	52.0	8.7	131	37.5	S	S	S	S
Audi Q3 2.0T	63	↓	↓	84	23	↑ / ↑	↑	↑	↑	↑	↑	52.5	7.8	126	24.5	S	S	S	0
Mercedes-Benz GLA250 2.0T	60	↓	↓	74	27	↑ / ↓	↓	↑	↓	↑	↑	54.0	6.8	133	26.5	S	S	S	S
Jeep Cherokee 2.0T	54	↓	↓	68	23	↑ / ↑	↑	↓	↓	↑	↓	53.0	7.5	129	31.0	S	-	S	S
Jeep Wrangler 3.6L	29	↓	↑	36	18	↓ / ↓	↑	↓	↓	↓	↓	49.0	7.3	144	41.5	0	-	0	0
3-ROW SUVs																			
✓ Kia Telluride 3.8L	97	↑	↑	97	21	↑ / ↑	↑	↑	↑	↑	↓	53.5	7.2	127	47.5	S	S	S	S
✓ Hyundai Palisade 3.8L	85	↑	↑	88	21	↑ / ↑	↑	↑	↑	↑	↓	52.5	7.1	132	47.5	S	S	S	0
✓ Toyota Highlander 3.5L	84	↑	↑	86	22	↑ / ↑	↑	↑	↑	↑	↓	50.0	7.3	132	41.0	S	S	S	0

New Car Ratings

Make + Model	Overall Score	Survey Results		Road-Test Results											Active Safety Features				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
3-ROW SUVs \$35,000-\$45,000 <i>Continued</i>																			
✓ Toyota Highlander 2.5H	83	↑	↑	84	35	↑ / ↑	↑	↑	↑	↑	↑	49.5	8.0	141	41.0	S	S	S	0
✓ Mazda CX-9 2.5T	80	↑	↑	79	22	↑ / ↑	↓	↑	↑	↑	↑	50.0	7.9	139	34.0	S	S	S	S
✓ Honda Pilot 3.5L	72	↓	↓	80	20	↑ / ↑	↓	↑	↑	↑	↓	49.5	7.5	136	48.0	S	S	S	0
Chevrolet Traverse 3.6L	69	↓	↑	95	20	↑ / ↑	↑	↑	↑	↑	↑	50.5	7.3	130	54.5	0	0	0	0
Toyota 4Runner 4.0L	64	↑	↑	55	18	↑ / ↑	↑	↑	↓	↓	↓	48.0	7.7	131	44.5	S	S	S	-
Subaru Ascent 2.4T	60	↓	↑	93	22	↑ / ↑	↑	↑	↑	↑	↓	52.0	8.0	129	40.5	S	S	S	0
Volkswagen Atlas 3.6L	57	↓	↓	84	20	↑ / ↑	↑	↑	↑	↑	↑	51.0	8.7	135	50.5	S	S	S	S
Nissan Pathfinder 3.5L	54	↓	↓	72	18	↑ / ↑	↑	↑	↑	↑	↓	47.0	7.7	137	39.5	S	-	S	0
Dodge Durango 3.6L	49	↓	↓	83	18	↑ / ↑	↑	↑	↑	↑	↓	48.0	8.3	134	44.0	0	-	0	0
Ford Explorer 2.3T	42	↓	↓	78	21	↑ / ↑	↑	↑	↓	↑	↑	51.5	7.4	136	44.5	S	S	S	S
MINIVANS																			
✓ Toyota Sienna 2.5H	77	↓	↑	79	36	↑ / ↑	↑	↑	↑	↓	↓	50.0	8.2	148	48.0	S	S	S	S
Chrysler Pacifica 3.6H+E	70	↓	↑	88	84 ¹ / 27 ²	↑ / ↑	↑	↑	↑	↑	↓	48.5	8.3	145	66.0	S	S	S	S
Honda Odyssey 3.5L	68	↓	↓	85	22	↑ / ↑	↑	↑	↑	↑	↓	50.0	8.1	136	71.5	S	S	S	0
Chrysler Pacifica 3.6L	68	↓	↑	85	21	↑ / ↑	↑	↑	↑	↑	↓	51.0	8.0	136	66.0	S	S	S	S
Kia Sedona 3.3L	61	↓	↓	70	20	↑ / ↑	↑	↑	↓	↑	↓	48.0	8.0	133	46.0	0	0	0	0
COMPACT PICKUP TRUCKS																			
✓ Honda Ridgeline 3.5L	80	↑	↑	83	20	↑ / ↓	↑	↑	↑	↑	↓	53.5	7.3	134	NR	S	S	S	0
✓ Jeep Gladiator 3.6L	65	↑	↑	52	18	↓ / ↓	↑	↓	↓	↓	↓	49.5	7.8	135	NR	0	-	0	0
Toyota Tacoma 3.5L	51	↓	↓	42	19	↓ / ↓	↑	↓	↓	↓	↓	46.0	8.2	146	NR	S	S	S	0
Ford Ranger 2.3T	46	↓	↑	55	20	↓ / ↓	↓	↓	↓	↓	↓	47.0	7.4	143	NR	S	S	S	0
Chevrolet Colorado 3.6L	44	↓	↓	61	18	↓ / ↓	↑	↓	↓	↓	↓	48.5	7.5	132	NR	0	-	-	-
GMC Canyon 3.6L	44	↓	↓	61	18	↓ / ↓	↑	↓	↓	↓	↓	48.5	7.5	132	NR	0	-	-	-
Chevrolet Colorado 2.8D	43	↓	↓	60	24	↓ / ↓	↑	↓	↓	↓	↓	49.0	10.3	134	NR	0	-	-	-
GMC Canyon 2.8D	43	↓	↓	60	24	↓ / ↓	↑	↓	↓	↓	↓	49.0	10.3	134	NR	0	-	-	-
\$45,000-\$55,000																			
ELECTRIC CARS																			
✓ Tesla Model 3 E	78	↓	↑	82	130 ¹	↑ / ↓	↓	↓	↓	↑	↑	55.0	5.3	133	2+2	S	S	S	-
BMW i3 E	64	↓	↓	70	113 ¹ / 29 ²	↑ / ↓	↓	↑	↑	↑	↑	55.0	7.5	131	1+1	0	0	-	-
Tesla Model Y E	50	↓	↑	90	121 ¹	↑ / ↑	↓	↑	↓	↑	↑	54.5	4.7	121	25.0	S	S	S	-
SEDANS																			
✓ Audi A4 2.0T	87	↑	↓	88	27	↑ / ↓	↓	↑	↑	↑	↑	53.5	6.3	135	2+2	S	S	0	0

Make + Model	Overall Score	Survey Results		Road-Test Results											Active Safety Features				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
SEDANS \$45,000-\$55,000 <i>Continued</i>																			
✓ Infiniti Q50 3.0T	85	↑	↓	85	22	↑ / ↓	↓	↑	↑	↑	↑	56.0	5.7	126	2+1	S	-	S	0
✓ BMW 330i 2.0T	83	↑	↓	86	29	↑ / ↓	↓	↑	↓	↑	↑	54.0	6.4	129	2+2	S	S	0	0
✓ Mercedes-Benz C300 2.0T	83	↑	↓	85	26	↑ / ↓	↓	↑	↑	↑	↑	55.5	6.8	136	2+1	S	S	S	S
✓ Lexus ES 350 3.5L	82	↑	↑	84	25	↑ / ↓	↓	↑	↑	↑	↑	53.0	6.9	132	3+1	S	S	S	0
✓ Volvo S60 2.0T	75	↑	↑	71	26	↑ / ↓	↓	↑	↓	↑	↑	53.5	7.3	125	2+1	S	S	S	S
Cadillac CT5 2.0T	65	↓	↑	78	24	↑ / ↓	↑	↑	↑	↑	↑	54.0	7.7	127	2+1	S	S	0	0
Alfa Romeo Giulia 2.0T	43	↓	↑	70	27	↑ / ↓	↓	↑	↑	↑	↑	53.0	6.7	136	1+2	S	S	S	0
2-ROW SUVs																			
✓ Lexus RX 350 3.5L	80	↑	↑	77	22	↑ / ↑	↓	↑	↑	↑	↓	49.0	7.5	139	30.0	S	S	S	S
✓ Lexus NX 300h 2.5H	80	↑	↓	71	29	↑ / ↑	↓	↓	↓	↑	↑	49.5	8.9	136	28.5	S	S	S	S
✓ Audi Q5 2.0T	78	↓	↓	83	24	↑ / ↑	↓	↑	↑	↑	↑	52.5	6.8	130	27.0	S	S	0	S
✓ Mercedes-Benz GLC300 2.0T	75	↓	↓	79	22	↑ / ↑	↓	↑	↑	↑	↑	50.0	6.8	132	28.0	S	S	S	S
✓ BMW X2 2.0T	74	↑	↓	77	25	↑ / ↓	↑	↑	↓	↑	↑	52.5	8.0	134	23.5	S	S	-	-
✓ Cadillac XT5 3.6L	72	↓	↓	76	20	↑ / ↑	↓	↑	↓	↑	↑	53.5	7.1	132	33.0	S	S	0	0
BMW X3 2.0T	69	↓	↑	92	24	↑ / ↑	↓	↑	↑	↑	↑	50.5	7.7	128	32.0	S	S	0	S
Infiniti QX50 2.0T	61	↓	↓	77	22	↑ / ↑	↓	↑	↓	↑	↓	55.5	7.2	129	30.5	S	S	S	S
Volvo XC60 2.0T	60	↓	↓	79	23	↑ / ↑	↓	↑	↓	↑	↑	52.0	8.0	124	34.0	S	S	S	S
Lincoln Corsair 2.0T	53	↓	↑	82	23	↑ / ↑	↓	↑	↑	↑	↑	54.5	7.2	128	27.5	S	S	S	S
Cadillac XT4 2.0T	52	↓	↓	78	23	↑ / ↓	↑	↓	↓	↑	↑	55.0	7.6	128	26.5	S	S	0	0
Jaguar E-Pace 2.0T	51	↓	↓	69	21	↑ / ↑	↓	↑	↓	↑	↑	54.0	7.9	129	21.5	S	S	0	0
Jaguar F-Pace 3.0T	51	↓	↓	72	20	↑ / ↑	↓	↓	↓	↑	↑	50.5	6.0	129	28.5	S	S	0	S
Lincoln Nautilus 2.7T	50	↓	↑	84	18	↑ / ↑	↓	↑	↑	↑	↑	53.5	7.2	128	32.5	S	S	S	S
Alfa Romeo Stelvio 2.0T	45	↓	↓	74	24	↓ / ↓	↓	↑	↑	↑	↑	52.5	7.0	132	26.5	S	S	S	0
Land Rover Range Rover Evoque 2.0T	41	↓	↓	58	20	↑ / ↓	↓	↑	↓	↑	↑	49.5	8.3	126	25.0	S	S	S	0
Land Rover Discovery Sport 2.0T	41	↓	↓	58	21	↑ / ↑	↓	↓	↓	↑	↓	50.5	8.6	136	33.0	S	S	S	0
3-ROW SUVs																			
✓ Infiniti QX60 3.5L	71	↓	↓	79	19	↑ / ↓	↑	↑	↑	↑	↓	47.0	8.3	137	39.0	S	S	S	S
✓ GMC Acadia 3.6L	71	↓	↓	83	19	↑ / ↑	↑	↑	↑	↑	↑	53.5	6.8	130	40.5	0	0	0	S
FULL-SIZED PICKUP TRUCKS																			
Toyota Tundra 5.7L	63	↑	↑	59	15	↑ / ↓	↑	↑	↓	↓	↓	44.0	6.7	153	NR	S	S	S	0
Ram 1500 5.7L	63	↓	↑	83	17	↑ / ↑	↑	↑	↑	↓	↓	47.5	7.1	137	NR	0	0	0	0
Ram 1500 3.00	63	↓	↑	83	23	↑ / ↑	↑	↑	↑	↓	↓	47.0	8.8	138	NR	0	0	0	0

New Car Ratings

Make + Model	Overall Score	Survey Results		Road-Test Results											Active Safety Features				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
FULL-SIZED PICKUP TRUCKS \$45,000-\$55,000 <i>Continued</i>																			
Nissan Titan 5.6L	55	↓	↓	70	16	↑ / ↓	↑	↑	↓	↓	↓	49.5	6.7	131	NR	S	S	S	S
Ford F-250 6.7D	53	↓	↑	53	15	↑ / ↑	↑	↓	↓	↑	↓	46.5	8.1	155	NR	0	0	0	0
Chevrolet Silverado 1500 3.0D	45	↓	↓	78	23	↓ / ↑	↑	↑	↓	↓	↓	47.0	7.9	144	NR	0	0	-	0
GMC Sierra 1500 3.0D	45	↓	↓	78	23	↓ / ↑	↑	↑	↓	↓	↓	47.0	7.9	144	NR	0	0	-	0
Chevrolet Silverado 1500 5.3L	45	↓	↓	78	17	↓ / ↑	↑	↑	↓	↓	↓	49.5	6.9	136	NR	0	0	-	0
GMC Sierra 1500 5.3L	45	↓	↓	78	17	↓ / ↑	↑	↑	↓	↓	↓	49.5	6.9	136	NR	0	0	-	0
\$55,000-\$75,000																			
SEDANS																			
✓ BMW 530i 2.0T	81	↓	↑	94	26	↑ / ↑	↓	↑	↑	↑	↑	52.5	7.2	130	3+1	S	S	0	S
✓ Audi A6 2.0T	77	↓	↓	93	26	↑ / ↑	↓	↑	↑	↑	↑	55.5	6.8	129	3+1	S	S	S	0
✓ Mercedes-Benz E300 2.0T	74	↓	↓	85	24	↑ / ↓	↓	↑	↑	↑	↑	54.5	7.1	128	2+2	S	S	S	S
Genesis G90 3.3T	68	↓	↓	89	18	↑ / ↑	↑	↑	↑	↑	↑	52.0	6.0	130	3+0	S	S	S	S
Volvo S90 2.0T	50	↓	↓	73	23	↑ / ↑	↓	↑	↓	↑	↑	52.5	7.2	130	2+2	S	S	S	S
SPORTS CARS																			
✓ Porsche 718 Boxster 2.0T	83	↓	↑	95	26	↑ / -	↓	↓	↓	↑	↑	59.0	4.4	108	1+2	0	-	-	0
✓ Toyota Supra 3.0T	83	↓	↑	91	27	↑ / -	↓	↓	↓	↑	↑	56.0	4.6	115	1+1	S	S	0	0
✓ BMW Z4 2.0T	79	↓	↑	86	29	↑ / -	↓	↓	↓	↑	↑	56.0	6.1	111	1+2	S	S	0	0
2-ROW SUVs																			
✓ BMW X5 3.0T	84	↓	↑	98	23	↑ / ↑	↓	↑	↑	↑	↑	52.0	6.0	129	36.5	S	S	0	S
✓ Lexus RX 450h 3.5H	83	↑	↑	80	29	↑ / ↑	↓	↑	↑	↑	↓	50.0	7.5	138	30.0	S	S	S	S
✓ Porsche Macan 3.0T	76	↓	↑	84	19	↑ / ↑	↓	↑	↓	↑	↑	51.0	6.4	130	29.0	0	0	0	0
Land Rover Range Rover Velar 2.0T	49	↓	↓	76	21	↑ / ↑	↓	↑	↓	↑	↑	51.5	8.4	130	29.0	S	S	S	S
Land Rover Defender 3.0T	45	↓	↑	61	18	↑ / ↑	↓	↑	↓	↑	↓	49.0	6.9	147	43.0	S	S	S	S
Mercedes-Benz GLE450 3.0T	43	↓	↓	80	20	↑ / ↑	↓	↑	↑	↑	↓	51.5	6.0	132	36.5	S	S	S	S
3-ROW SUVs																			
✓ Lexus RX 350L 3.5L	82	↑	↑	80	20	↑ / ↑	↓	↑	↑	↑	↓	51.5	7.7	136	31.0	S	S	S	S
✓ Lexus GX 460 4.6L	79	↑	↓	70	17	↑ / ↑	↑	↑	↓	↑	↓	48.0	7.5	136	36.5	S	S	S	S
✓ Buick Enclave 3.6L	76	↓	↓	87	18	↑ / ↑	↓	↑	↑	↑	↑	53.5	7.4	130	48.5	0	0	0	0
✓ Ford Expedition Max 3.5T	69	↓	↑	73	16	↑ / ↑	↑	↑	↓	↑	↓	47.0	7.3	143	66.0	S	S	S	S
✓ Toyota Sequoia 5.7L	68	↑	↑	60	15	↑ / ↑	↑	↑	↓	↑	↓	47.0	7.1	146	61.0	S	S	S	S
Audi Q7 3.0T	65	↓	↑	92	20	↑ / ↑	↓	↑	↑	↑	↑	50.5	7.0	133	35.5	S	S	S	S

Make + Model	Overall Score	Survey Results		Road-Test Results											Active Safety Features				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, pedestrian	AEB, highway	BSW
3-ROW SUVs \$55,000-\$75,000 <i>Continued</i>																			
Infiniti QX80 5.6L	64	↓	↓	68	15	↑ / ↑	↑	↑	↑	↑	↓	48.0	6.9	139	49.5	S	S	S	S
Volvo XC90 2.0T	62	↓	↓	84	20	↑ / ↑	↓	↑	↓	↑	↓	52.5	7.7	126	35.0	S	S	S	S
Chevrolet Suburban 5.3L	60	↓	↑	76	16	↑ / ↑	↑	↑	↑	↑	↓	49.0	7.6	145	70.0	S	S	0	0
GMC Yukon XL 5.3L	59	↓	↑	75	16	↑ / ↑	↑	↑	↑	↑	↓	49.0	7.6	145	70.0	S	S	0	0
Chevrolet Tahoe 5.3L	58	↓	↑	73	17	↑ / ↑	↑	↑	↑	↑	↓	49.0	7.8	145	58.5	S	S	0	0
GMC Yukon 5.3L	58	↓	↑	73	17	↑ / ↑	↑	↑	↑	↑	↓	49.0	7.8	145	58.5	S	S	0	0
Nissan Armada 5.6L	55	↓	↓	69	14	↑ / ↑	↑	↑	↑	↑	↓	51.0	6.7	133	46.5	S	S	S	S
Cadillac XT6 3.6L	55	↓	↓	82	18	↑ / ↑	↑	↑	↑	↑	↑	51.0	7.1	134	40.5	S	S	0	0
Land Rover Range Rover Sport 3.0SC	49	↓	↑	72	18	↑ / ↑	↓	↑	↓	↑	↑	49.5	6.5	137	31.5	S	S	0	0
Land Rover Discovery 3.0SC	45	↓	↓	71	17	↑ / ↓	↓	↑	↑	↑	↓	47.5	7.3	138	42.5	S	S	S	S
Lincoln Aviator 3.0T	45	↓	↑	82	19	↑ / ↑	↓	↑	↑	↑	↑	52.0	6.2	138	49.0	S	S	S	S
OVER \$75,000																			
ELECTRIC CARS																			
Tesla Model S E	70	↓	↑	97	102	↑ / ↓	↓	↑	↑	↑	↑	54.0	5.1	129	4+3	S	S	S	-
Porsche Taycan E	63	↓	↑	86	69	↑ / ↓	↓	↑	↑	↑	↑	52.5	4.0	130	1+3	S	S	S	0
Tesla Model X E	65	↓	↑	83	87	↑ / ↓	↓	↑	↓	↑	↑	53.5	4.9	127	2+2	S	S	S	-
Jaguar I-Pace E	59	↓	↑	82	76	↑ / ↑	↓	↑	↓	↑	↑	52.0	4.3	136	25.5	S	S	0	0
Audi E-Tron E	54	↓	↑	90	74	↑ / ↑	↓	↑	↑	↑	↑	49.5	6.3	131	28.0	S	S	S	S
SEDANS																			
BMW 750i 4.4T	88	↓	↓	99	21	↑ / ↑	↓	↑	↑	↑	↑	52.5	5.3	131	2+4	S	S	0	S
Audi A8 3.0T	70	↓	↑	96	21	↑ / ↑	↓	↑	↑	↑	↑	53.5	6.1	133	2+3	S	S	S	0
Lexus LS 500 3.5T	46	↓	↓	72	20	↑ / ↑	↓	↑	↑	↑	↑	51.5	6.0	136	2+1	S	S	S	S
Maserati Ghibli 3.0T	42	↓	↓	71	19	↑ / ↓	↓	↓	↓	↑	↑	53.5	5.4	115	2+2	0	0	0	S
2-ROW SUVs																			
Porsche Cayenne 3.0T	81	↓	↑	87	21	↑ / ↑	↓	↑	↓	↑	↑	49.5	6.5	131	32.0	S	S	S	0
Land Rover Range Rover 3.0SC	49	↓	↓	78	17	↑ / ↑	↓	↑	↑	↑	↓	48.5	6.7	137	34.5	S	S	0	0
3-ROW SUVs																			
BMW X7 3.0T	82	↓	↑	94	22	↑ / ↑	↓	↑	↑	↑	↑	52.5	6.5	136	26.0	S	S	0	S
Toyota Land Cruiser 5.7L	74	↑	↑	68	14	↑ / ↑	↑	↑	↑	↑	↓	46.0	7.3	140	43.0	S	S	S	S
Lincoln Navigator 3.5T	64	↓	↑	65	16	↓ / ↑	↓	↑	↑	↑	↓	47.0	6.2	144	56.0	S	S	S	S
Mercedes-Benz GLS450 3.0T	46	↓	↓	86	20	↑ / ↑	↓	↑	↑	↑	↓	50.5	6.4	133	42.5	S	S	S	S

NEW

CAR



REVIEWS

Here you'll find 260 SUVs, cars, minivans, and trucks, each with a review from CR's auto experts; predicted reliability and owner satisfaction ratings from our exclusive Annual Auto Surveys; and, for tested models, road-test score, Overall Score, and CR-tested fuel economy.

We buy all the vehicles we evaluate, and our staff members live with and use them every day. Each one is driven more than 2,000 miles before we even begin our testing. This is so you can put your trust in our independent and consumer-relevant reviews.

BY JONATHAN LINKOV

GUIDE TO
THE REVIEWS**Recommended Vehicles,**

identified by a check mark (✓), are those that achieved a high Overall Score in their category. The vehicle must also have scored adequately if included in National Highway Traffic Safety Administration and/or Insurance Institute for Highway Safety crash tests.

Overall Score is a composite score that incorporates road-test performance, the latest results from the reliability and owner satisfaction sections of our exclusive Annual Auto Surveys of CR members, and safety, including whether certain active safety features are standard. If more than one number is given, it signifies that multiple versions of the vehicle were tested.

Price is the manufacturer's suggested retail base price range for the vehicle, and doesn't include any options or destination charges. An "E" indicates an estimated price because final pricing hadn't been announced by the manufacturer at the time of publication.

Reliability is our forecast of how well a model is likely to hold up, based on the latest results from CR's Annual Auto Surveys. Detailed reliability history charts start on page 86.

Satisfaction is based on the Annual Auto Surveys; we ask members whether they would buy or lease their current vehicle again. The top score of ⬆ indicates that more than 80 percent would definitely do so. The lowest score of ⬇ means 50 percent or less definitely would.

Road-Test Score sums up how the vehicle performed in our more than 50 objective and subjective tests. A range means we tested multiple powertrains or versions of the vehicle.

MPG represents CR's instrumented measurement of a tested model's overall fuel consumption, based on our city and highway testing. A range of numbers signifies that we tested multiple versions.

MPGe (miles-per-gallon equivalent) is the energy consumption for electric cars and plug-in hybrids running in electric mode.

Models that have not been tested will have an "NA" for Overall Score, road-test score, and fuel- or energy-consumption data.

We use common acronyms in the writeups to identify the three most important active safety features: FCW (forward collision warning), AEB (automatic emergency braking), and BSW (blind spot warning).

What Our Ratings Symbols Mean

WORSE ————— BETTER



WATCH

To keep up with the latest models as we test them and to see videos and summaries of more than 300 vehicles, check out our New Cars: A-Z page, at [CR.org/carsatoz](https://www.carsatoz.com).

Acura ILX

57

OVERALL
SCORE

Acura's entry-level compact sedan doesn't have the same degree of luxury and refinement as its peers. The 2.4-liter four-cylinder

engine and eight-speed automatic work well at full steam, but the transmission suffers from frequent clunks and hesitations in ordinary driving, especially when starting up from a stop. Once underway, it is reluctant to downshift, making the car seem lethargic when the driver needs power. The stiff, jumpy ride, mundane handling, and incessant road noise aren't befitting a luxury compact sedan. The infotainment system is convoluted and overly distracting. Most active safety features, including FCW and AEB, are standard, but BSW is optional.



\$26,100-\$32,000

RELIABILITY ⬇

SATISFACTION ⬇

ROAD-TEST SCORE 61

MPG 28

Acura RDX

65

OVERALL
SCORE

The RDX drives nicely, but it has very confusing and distracting controls that hurt the overall package. The 2.0-liter turbo four-cylinder

is paired with a 10-speed automatic transmission. It's an energetic powertrain once it gets past its initial hesitation. We got 22 mpg overall. The RDX is enjoyable to drive. It feels lively and engaging, and has nimble handling. We did, however, find the controls to be extremely distracting because of the fussy touchpad, which is the only way to interact with the center screen. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector takes some practice to master. The seats are comfortable, and the interior room is on a par with the class. All RDXs come standard with the AcuraWatch safety system, which includes FCW and AEB with pedestrian detection; BSW is optional, however.



\$38,400-\$51,000

RELIABILITY ⬇

SATISFACTION ⬇

ROAD-TEST SCORE 82

MPG 22

Acura MDX

NA

OVERALL
SCORE

The redesigned 2022 MDX is more refined and loaded with new technology. Most versions get a 3.5-liter V6 paired with

a 10-speed automatic transmission. A performance-oriented Type S version will feature a 3.0-liter turbo V6 with an estimated 355 hp. While Acura says the MDX has more passenger and cargo room, we found that the third-row seat is still very tight. The second-row middle position can be removed, leaving two captains' chairs and seating for six. The wide center console between the seats houses the Acura True Touchpad, which is how the driver interacts with the infotainment system. We found the system to not be intuitive in the RDX and TLX. The MDX comes standard with a full suite of active safety features, including FCW, AEB, and BSW.



\$46,900-\$60,650

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE NA

MPG NA

Acura TLX

56

OVERALL
SCORE

The redesigned TLX is a sleek sedan that's larger than the competition but not roomier. The standard 2.0-liter turbo four-cylinder

engine is paired with a 10-speed automatic, and together they feel energetic. Fuel economy of 23 mpg overall is not stellar. Front-wheel drive is standard, with all-wheel drive optional. The ride is quite comfortable, and handling is nimble, but the driving experience is underwhelming. Road and engine noise undermine the premium pretense. The low stance hurts access, and the rear seat is tight. Drivers interact with the infotainment display via a touchpad; the screen is not touch-enabled. We found this system to be very distracting and unintuitive to use. FCW and AEB with pedestrian detection are standard. BSW requires getting the Technology package.



\$37,500-\$48,300

RELIABILITY ⬇

SATISFACTION ⬇

ROAD-TEST SCORE 67

MPG 23

Alfa Romeo Giulia

43
OVERALL SCORE

Alfa's compact luxury sports sedan corners and steers like a sports car. The 280-hp, 2.0-liter turbo four-cylinder engine is mated to an eight-speed automatic transmission and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than that of many competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort. FCW and AEB with pedestrian detection are standard.



\$39,450-\$74,750
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **70** MPG **27**

Alfa Romeo Stelvio

45
OVERALL SCORE

The Stelvio, which is based on the Giulia, delivers fantastic handling that makes it fun to drive on a twisty road. But there are a few quirks that owners are forced to contend with on a daily basis. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride is a bit jittery, the suspension absorbs bumps rather well. Among the constant annoyances are a driving position with a limited range of seat adjustments, rear and side visibility that are wanting, and the modestly sized cargo hold. Alfa recently made the infotainment system more user-friendly. FCW and AEB with pedestrian detection are standard.



\$41,450-\$80,750
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **74** MPG **24**

Audi A3

NA
OVERALL SCORE

Audi's A3 is a compelling entry-level luxury car, but it lacks certain expected features for its price, and the interior, though well-made, feels austere. It's solid and quiet, and the A3's crisp handling and firm, controlled ride make the small sedan enjoyable to drive. Front-wheel drive is standard; all-wheel drive, optional. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat is tight. It takes a bit of time to get used to the infotainment system, but it ultimately proves to be logical. It's easy to hit \$40,000 with just a few options. FCW and AEB are standard on all trims except for the sporty RS 3. A redesigned A3 will arrive in North America for the 2022 model year.



\$33,300-\$56,200
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Audi A4

87
OVERALL SCORE

The A4 is among the highest-ranking luxury compact sports sedans, thanks in large part to its enjoyable driving experience. Power comes from a smooth and punchy 2.0-liter turbo four-cylinder engine well-matched with a seven-speed dual-clutch automatic transmission. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The A4 has standard FCW and city-speed AEB with pedestrian detection. The Allroad wagon version adds versatility, but the Q5 SUV has more cargo room. For 2021 all-wheel drive is standard.



\$39,100-\$58,200
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **88** MPG **27**

Audi A5

NA
OVERALL SCORE

The A5 is based on the A4 and is available in coupe, convertible, and hatchback body styles. Power comes from a 2.0-liter turbo four-cylinder engine matched to a seven-speed dual-clutch automatic transmission. All-wheel drive is standard. We found that the A4 drives well, with nimble handling and a firm yet supple ride, and we expect the A5 to behave similarly. The soft top on the convertible can be operated at up to 30 mph. The controls take some time to master but prove to be logical with familiarity. The A5 has standard FCW and city-speed AEB with pedestrian detection. The sportier S5 version is powered by a 3.0-liter turbo V6 mated to an eight-speed automatic, and the more potent RS 5 gets a 444-hp turbocharged V6.



\$41,800-\$75,100
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Audi A6

77
OVERALL SCORE

The A6 is comfortable, quiet, and agile, and one of the better midsize luxury sedans. Most A6s come with the 2.0-liter turbo four-cylinder engine; a 3.0-liter V6 turbo is optional. The seven-speed dual-clutch automatic transmission is short on refinement at low speeds, and the car hesitates a bit before launch from a rolling stop. Ultimately, the four-cylinder proved to be powerful and returned a commendable 26 mpg overall in our tests. Agile handling makes the A6 feel sporty. The ride is taut, with underlying firmness, but still comfortable. The quiet cabin is a delight in terms of fit and finish; the seats are extremely comfortable and supportive. The dual-screen infotainment system is daunting at first, but we found it to be ultimately logical. FCW and AEB with pedestrian detection are standard. The RS 6 Avant wagon with a 4.0-liter turbo V8 is new for 2021.



\$54,900-\$109,900
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **93** MPG **26**

Audi A7

NA
OVERALL SCORE

The A7 is a more stylish take on the A6. It has more emphasis on style, luxury, and high-tech features than its predecessor had. It maintains the same swept-back profile and the practical benefit of a hatchback. Powering the base A7 is a 335-hp twin-turbo V6 engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. This mild-hybrid powertrain includes a 48-volt electrical system to ensure that accessories don't tax fuel economy. Inside, the control system consists of two touch screens that prove to be fairly easy to use. Fit and finish and seat comfort are superb. The high-performance S7 brings a 444-hp turbocharged V6. FCW and AEB with pedestrian detection are standard.



\$69,200-\$114,000
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Audi A8

70
OVERALL SCORE

Audi's flagship sedan features a smooth, powerful turbocharged V6 engine that returned 21 mpg overall in our tests, which is impressive for a large AWD sedan. The new infotainment system looks complex at first, but over time we found it to be logical and intuitive to use. We like how the touch screen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, as well as a massage feature. Passengers in the rear seat will find limo-like room. FCW and AEB with pedestrian detection are standard.



\$86,500-\$130,900
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **96** MPG **21**

Audi E-Tron

54
OVERALL SCORE

This all-electric luxury midsize SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of active safety features. The E-Tron's 95-kilowatt-hour battery gives it an EPA-estimated range of 220 miles, which trails other EVs. It's quick and super-quiet, which makes the E-Tron glide along smoothly and effortlessly. However, it takes 13 hours to charge the E-Tron from almost empty through a 240-volt connector. The standard air suspension gives the Audi a supremely comfortable ride. Although the E-Tron has responsive handling, it isn't as nimble as the Jaguar I-Pace. The cabin is dominated by two large touch screens, which we found to be daunting at first but ultimately manageable. A hatchback version called the Sportback is also available.



\$65,900-\$82,300
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **90** MPG **74**

Audi Q8

NA
OVERALL SCORE

This five-seat, coupelike SUV is based on the Q7 but is wider and lower. Some functionality is compromised for the more dynamic styling. The Q8's 335-hp, 3.0-liter turbocharged V6, with a 48-volt mild-hybrid system, is paired to a smooth eight-speed automatic. It's quiet and luxurious, and among the more sporty-driving SUVs. The dual-touch-screen control interface is daunting at first but isn't too difficult to master. The Q8 features standard FCW and AEB with pedestrian detection. For 2021, BSW and rear cross traffic warning are standard. An RS Q8 super-high-performance version with a twin turbocharged 4.0-liter V8 engine is new.



\$68,200-\$114,500
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **NA** MPG **NA**

Audi Q3

63
OVERALL SCORE

The Q3 is a pleasant SUV that packs luxury and practicality into a small package. A turbocharged 228-hp, 2.0-liter four-cylinder paired with an eight-speed automatic transmission makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The Q3's 23 mpg overall fuel economy is not stellar, but at least it takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touch screen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available. FCW and AEB are standard. Thick pillars at the rear hinder visibility, so we suggest adding the optional BSW.



\$34,000-\$39,300
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **84** MPG_e **23**

Audi TT

73
OVERALL SCORE

Overall, the TT is more about style and technology than outright performance. The TT coupe and convertible use a 228-hp, 2.0-liter four-cylinder engine; the TTS features a 288-hp version. The seven-speed dual-clutch automatic transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, and dives into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. The climate and seat-heating controls are incorporated into dash vents. A 394-hp, 2.5-liter turbo five-cylinder RS performance version is also available. The TT lacks most active safety features, a disappointment for a car in this price range.



\$49,800-\$72,500
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **84** MPG **26**

Audi Q5

78
OVERALL SCORE

The Q5 is one of the best choices among compact luxury SUVs. It has nimble and secure handling. The ride is compliant and controlled, and the cabin is quiet. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. A plug-in hybrid is also available. The optional Audi Virtual Cockpit lets drivers switch between a traditional gauge cluster and a larger display that can focus on audio, phone, or navigation information. Fit and finish is impressive, and the seats are comfortable and supportive. All Q5 trims come standard with FCW, city-speed AEB, BSW, and rear cross traffic warning. An optional package is required to get high-speed AEB and adaptive cruise control with traffic-jam assist.



\$43,300-\$64,700
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **83** MPG **24**

BMW 2 Series

88
OVERALL SCORE

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 230i is the base version and comes with a 248-hp, 2.0-liter four-cylinder engine; the uplevel M240i has a terrific 335-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. The transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rear seats are tight. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available. FCW and AEB are standard. The four-door Gran Coupe rides on a completely different platform, which is shared with the X1 and X2.



\$35,700-\$58,900
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **98** MPG **25**

Audi Q7

65
OVERALL SCORE

Audi's luxury three-row SUV received a freshening in 2020, getting the control layout and powertrain of the Q8. A 2.0-liter four-cylinder turbo engine is standard. The optional 3.0-liter V6 turbo, which replaced the previous supercharged V6, is more refined and returned 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard. The SQ7 uses a 4.0-liter turbo V8.



\$54,950-\$91,200
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **92** MPG **20**

BMW 2 Series Gran Coupe

72
OVERALL SCORE

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 and X2 small SUVs. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based platform shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive transmission. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. FCW, AEB with pedestrian detection, and BSW are standard.



\$37,500-\$45,500
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **75** MPG **27**

BMW 3 Series ✓

83
OVERALL SCORE

The 3 Series sedan packs driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy, 2.0-liter turbo four-cylinder engine paired with a smooth and responsive eight-speed automatic transmission. Prompt throttle response and a throaty sound contribute to the 3's sporty character. All-wheel drive is available. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is logical to use once mastered. FCW and city-speed AEB with pedestrian and cyclist detection are standard, while highway-speed AEB and BSW are optional. The M340i with a 3.0-liter turbo six-cylinder and the 330e plug-in hybrid are new.



\$41,250-\$72,800

RELIABILITY SATISFACTION

ROAD-TEST SCORE **86** MPG **29**

BMW 8 Series

NA
OVERALL SCORE

The 8 Series comes as a luxury two-door coupe, convertible, or four-door sedan. It faces off against other six-figure boutique cruiser-type cars, blending luxury appointments, high-tech features, prodigious power, and exclusivity. The 8 is available with a six- or eight-cylinder turbocharged engine, each mated to an eight-speed automatic and featuring either rear- or all-wheel drive. We found the six-cylinder to be silky-smooth and plenty powerful, and the V8 in the M performance versions brings a glorious sound. The convertible has a soft top that can be opened and closed on the move and an optional warm-air vent in the head restraint. As is endemic to this type of car, cabin access, outward visibility, and interior room are compromised.



\$85,000-\$155,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

BMW 4 Series

NA
OVERALL SCORE

The redesigned 2021 BMW 4 Series shares most components with the 3 Series sedan, but they are packaged in a sleeker two-door coupe form. Two turbocharged engines are available: a 255-hp, 2.0-liter four-cylinder and a punchy 382-hp, 3.0-liter six-cylinder that uses a 48-volt mild-hybrid setup to support accessories without hurting fuel consumption. The eight-speed automatic is smooth and responsive. Rear- and all-wheel drive are available. We found the 4 to be agile and fun to drive yet refined and luxurious. The iDrive infotainment system is quick and capable but takes some getting used to. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are all standard.



\$45,600-\$74,700

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

BMW i3

64
OVERALL SCORE

BMW's electric four-seat hatchback has rear-hinged back doors, and its interior is striking in its simplicity and style. The electric motor makes this tall, narrow car feel quick. The optional two-cylinder engine acts as an onboard generator to extend the range beyond the typical 150 miles to about 200 miles total. Still, the i3 requires frequent fuel stops on long drives. The charge time is about 5.5 hours with a 240-volt connection. The i3 is very energy-efficient when running on electric power but not so fuel-efficient when using the gas engine. It's more at home in urban and suburban settings than on the highway. Despite its tall stance, the i3 is very agile and easy to maneuver, but the ride is quite firm. The sudden deceleration when lifting off the accelerator pedal takes some getting used to.



\$44,450-\$51,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE **70** MPG/MPGe **29/113**

BMW 5 Series ✓

81
OVERALL SCORE

The 5 Series is a remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super-quiet, finely crafted inside, and frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic transmission and returns an impressive 26 mpg overall yet delivers some zip. The 540i uses a punchy 3.0-liter turbo six-cylinder that effortlessly delivers power. All-wheel drive is available, and standard on the V8-powered M550i. The 530e plug-in hybrid is a compelling version. It can go about 20 miles on electric power alone and takes 3 hours to charge on a 240-volt charger. FCW and city-speed AEB with pedestrian detection are standard.



\$54,200-\$103,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE **94** MPG **26**

BMW X1 ✓

73
OVERALL SCORE

The X1 shares a platform with the Mini Cooper Countryman, and is available in front- and all-wheel-drive versions. In our tests the responsive 228-hp, 2.0-liter turbocharged four-cylinder engine returned 26 mpg overall. With the X1's relatively low ride height, it feels almost like driving a sedan. Although the X1's ride and handling are capable and responsive, they aren't quite up to BMW's high standards. Road noise is rather noticeable. The interior exudes quality, and controls are relatively easy to use. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. FCW and AEB with pedestrian detection are standard. Inexplicably, BSW is not available.



\$35,400-\$37,400

RELIABILITY SATISFACTION

ROAD-TEST SCORE **74** MPG **26**

BMW 7 Series ✓

88
OVERALL SCORE

Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, a silky-smooth powertrain, responsive handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter turbo six-cylinder engine. Our 750i, with the polished and punchy 523-hp, 4.4-liter turbocharged V8 and all-wheel drive, was quick and yielded decent fuel economy. Although the controls have a learning curve, they prove to be logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats, including a massage feature. Interior quality is superb, with wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



\$86,800-\$157,800

RELIABILITY SATISFACTION

ROAD-TEST SCORE **99** MPG **21**

BMW X2 ✓

74
OVERALL SCORE

The BMW X2 is designed to appeal to style-conscious customers who want a sporty SUV but don't mind sacrificing interior space. Like the similar X1, the lower, shorter X2 delivers a driving experience that is more like a sports car's than an SUV's. Its gutsy 228-hp turbocharged four-cylinder engine is mated to a smooth-shifting eight-speed automatic transmission. The ride is a bit stiff, but handling is sharp and engaging, making the X2 enjoyable to drive. The cabin is well-made but a bit austere, with comfortable front seats and logical controls. Outward visibility and rear-seat room are hurt by the sleek styling. Standard safety features include FCW and AEB with pedestrian detection. Like with the X1, BSW is not available.



\$36,600-\$46,450

RELIABILITY SATISFACTION

ROAD-TEST SCORE **77** MPG **25**

BMW X3

69
OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities, technology, and safety features. Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine. It delivers quick acceleration and returned 24 mpg overall in our tests. The uplevel M40i gets a 382-hp turbo six-cylinder. Both use an eight-speed automatic transmission that is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is quite responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard FCW, AEB with pedestrian detection, and BSW. A plug-in hybrid version of the X3 is new for 2021.



\$43,000-\$69,900

RELIABILITY SATISFACTION

ROAD-TEST SCORE **92** MPG **24**

BMW X7

82
OVERALL SCORE

BMW's super-luxurious three-row SUV has a standard turbo six-cylinder engine and a smooth-shifting eight-speed automatic transmission. This gem of a powertrain provides punchy acceleration and respectable fuel economy. Its comfortable ride is helped by the X7's air suspension, which keeps the body composed; the handling is remarkably responsive for such a large SUV. The cabin is incredibly quiet and has a richly furnished interior. Buyers can choose two second-row captains' chairs or a three-person bench seat. BMW's latest iDrive infotainment system is easier to use than in previous versions, but it still takes some getting used to. Standard active safety features include FCW, city-speed AEB with pedestrian and cyclist detection, and BSW.



\$74,900-\$141,300

RELIABILITY SATISFACTION

ROAD-TEST SCORE **94** MPG **22**

BMW X4

NA
OVERALL SCORE

The BMW X4 is based on the current X3. It gains safety technology and an inch of legroom over its predecessor. But its coupe-like profile sacrifices some utility and visibility. The base version is called the xDrive30i and features a 248-hp turbocharged four-cylinder engine; the M40i is powered by a 382-hp turbo six-cylinder engine. Both have all-wheel drive and a smooth-shifting eight-speed automatic transmission as standard equipment. We found the X3 to be thoroughly engaging to drive and would expect similar performance from the X4. FCW and AEB with pedestrian detection are standard, as is a 10.25-inch touch screen with navigation.



\$51,600-\$73,400

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

BMW Z4

79
OVERALL SCORE

The Z4 roadster is sportier than its predecessor and has good fuel economy. The base 2.0-liter turbo Z4 delivers punchy acceleration and an invigorating exhaust sound. The eight-speed automatic shifts with authority. No manual is available. Its handling is super-nimble, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive control system takes some time to master, but it proves to be intuitive with experience. FCW and AEB with pedestrian detection are standard. A 3.0-liter turbo six-cylinder is also available.



\$49,700-\$63,700

RELIABILITY SATISFACTION

ROAD-TEST SCORE **86** MPG **29**

BMW X5

84
OVERALL SCORE

The X5 is one of the best vehicles we've ever tested. The xDrive40i's smooth 335-hp, 3.0-liter turbo six-cylinder engine makes the X5 quick and easy to drive smoothly, yet it gets a decent 23 mpg overall. We don't think there is any reason to opt for the V8-powered xDrive50i. The ride is comfortable and impressively steady and composed. The impeccably finished, luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Controls have an initial learning curve but prove to be logical once mastered, and the infotainment system works seamlessly. The standard Active Driving Assistant includes FCW with pedestrian and cyclist detection, city-speed AEB, BSW, and rear cross traffic warning.



\$59,400-\$105,100

RELIABILITY SATISFACTION

ROAD-TEST SCORE **98** MPG **23**

Buick Enclave

76
OVERALL SCORE

The large, three-row Buick Enclave is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got 18 mpg overall in our tests, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively roomy for the class. The infotainment system is easy to use, and connectivity features abound. But the unintuitive gear selector is fussy and a nuisance to use in parking maneuvers. The manual sunshade for the sunroof is out of place, given the Buick's price. FCW and city-speed AEB are standard only on top-level versions costing more than \$50,000.



\$41,195-\$57,195

RELIABILITY SATISFACTION

ROAD-TEST SCORE **87** MPG **18**

BMW X6

NA
OVERALL SCORE

The X6 is a coupelike, sporty SUV that's based on the X5. The smooth 3.0-liter turbo six-cylinder engine and eight-speed automatic make it quick, and our tested X5 got a good 23 mpg overall. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling is very competent, but the X6's ride is stiffer than the X5's. The controls take time to learn but prove to be logical, and the infotainment system works seamlessly. Unlike its sibling, the X6's styling severely hampers rear visibility, rear-seat access, and cargo room. The standard Active Driving Assistant includes FCW with pedestrian and cyclist detection, AEB, BSW, and rear cross traffic warning. Rear- and all-wheel-drive versions are available, as is a V8-powered M50i.



\$65,050-\$108,600

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Buick Encore

74
OVERALL SCORE

This subcompact SUV has a veneer of luxury, but overall it's an outdated and overpriced vehicle. The Encore has a relatively well-finished, quiet cabin, and it rides decently. In addition, the Buick's tidy size makes it easy to maneuver, and handling is sound. On the downside, the Encore's little 1.4-liter turbo-charged four-cylinder engine and six-speed automatic transmission combine to deliver plodding acceleration and unimpressive fuel economy. We got just 23 mpg overall in our tests. The small Encore is expensive for what you get, which makes it a dubious value. The interior is narrow and cramped, and the swoopy styling intrudes on the view out of the back.



\$24,195-\$26,215

RELIABILITY SATISFACTION

ROAD-TEST SCORE **69** MPG **23**

Buick Encore GX

64
OVERALL SCORE

The Encore GX subcompact SUV is a companion to the Encore. The GX has an airy interior, although the rear seat is tight, and doses of luxury are applied unevenly throughout. Controls are easy to use. Two small turbocharged three-cylinder engines are available, as are front- and all-wheel drive. AWD versions get the more powerful engine, a 1.3-liter turbo coupled to a nine-speed automatic transmission. The GX pulls strongly, but the engine sounds gravelly and produces some vibration, especially at low speeds. Handling is quite responsive and secure, but the ride skews firm. Standard active safety features include FCW and AEB with pedestrian detection. Upscale options include a large sunroof and a head-up display.



\$25,195-\$31,595
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **67** MPG **26**

Cadillac Escalade

NA
OVERALL SCORE

The Cadillac Escalade and Escalade ESV have been redesigned for 2021, growing in size and features. As before, the Escalade shares much with the similar Chevrolet Tahoe and Suburban, and GMC Yukon and Yukon XL, including the move to a contemporary independent rear suspension. Judging from our time with the Tahoe and Suburban, it improves the ride and allows for more rear cargo space. The standard engine is a 420-hp, 6.2-liter V8. A 277-hp, 3.0-liter six-cylinder diesel engine is also offered. Both engines are paired with a 10-speed automatic transmission. The modern cabin is overflowing with high-tech features, including a large, curved display and an available premium stereo. The Escalade comes standard with FCW and AEB with pedestrian detection. Plus, it offers the latest version of the Super Cruise automated driving system.



\$76,195-\$105,995
RELIABILITY **2** SATISFACTION **4**
ROAD-TEST SCORE **NA** MPG **NA**

Buick Envision

NA
OVERALL SCORE

Buick's luxury compact SUV sits between the Encore GX and the large Enclave, and is redesigned for 2021. It uses a 2.0-liter turbocharged four-cylinder paired to a nine-speed automatic, a powertrain similar to the one in the Cadillac XT4. Both front- and all-wheel drive are available. The new model is more modern and high-tech, and includes a top-of-the-line Avenir trim above the Preferred and Essence versions. It comes standard with FCW, AEB with pedestrian detection, and BSW. The previous-generation Envision we tested had clumsy handling, but ultimately it remained secure when pushed to its limits. Oddly, the ride was a mixed bag, both soft and unsettled at the same time.



\$31,800-\$42,000
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **NA** MPG **NA**

Cadillac XT4

52
OVERALL SCORE

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 237-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic transmission make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The ride is on the stiff side but on a par with most of the XT4's peers. Its handling is quite nimble. The interior has comfortable seats, with ritzy-looking leather, and chrome touches throughout. The infotainment system is easy to use, though the gear selector takes some getting used to. FCW and city-speed AEB with pedestrian detection are standard.



\$35,795-\$42,495
RELIABILITY **2** SATISFACTION **2**
ROAD-TEST SCORE **78** MPG **23**

Cadillac CT4

65
OVERALL SCORE

The Cadillac CT4 replaced the ATS, slotting beneath the CT5. It drives well, with handling, braking, and steering that befit a well-honed sports sedan. The base engine is a 237-hp, 2.0-liter turbocharged four-cylinder with an eight-speed automatic. There is also a 2.7-liter turbo paired to a 10-speed automatic. The sporty CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. All trims are available in rear- and all-wheel-drive configurations. The 2.0-liter engine is responsive, but it doesn't sound particularly refined. Handling is agile, and the ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top-notch. For 2021, FCW and AEB with pedestrian detection are standard on all trim lines, and Cadillac's Super Cruise driver assistance system is available.



\$33,395-\$44,895
RELIABILITY **2** SATISFACTION **4**
ROAD-TEST SCORE **78** MPG **25**

Cadillac XT5

72
OVERALL SCORE

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by a 3.6-liter V6 engine or a 2.0-liter turbo-four. Both are linked to a nine-speed automatic. With the V6, the XT5 seems lethargic in everyday driving, despite posting decent outright acceleration in our tests. The XT5 handles soundly, though the ride is too stiff for a luxury SUV. The active damping suspension that comes on top-trim versions improves matters a bit. Comfortable front seats, good fit and finish, and a quiet cabin lend the XT5 a luxurious aura. FCW and AEB with pedestrian detection are standard, while BSW and rear cross traffic warning are standard on all but the base model.



\$43,995-\$55,095
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **76** MPG **20**

Cadillac CT5

65
OVERALL SCORE

The CT5 drives well, thanks to its taut and agile handling, and the ride is on the firm side. The standard 2.0-liter turbocharged four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbocharged V6. Both are paired with a 10-speed automatic transmission that tends to delay upshifting, in turn making the engine rev more than it needs to. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time to get used to the gear selector. The front seats are very comfortable, but rear passengers will find headroom to be short. Standard active safety features include FCW and city-speed AEB with pedestrian detection. For 2021, Cadillac's Super Cruise partially automated driving system is available.



\$36,995-\$47,795
RELIABILITY **2** SATISFACTION **4**
ROAD-TEST SCORE **78** MPG **24**

Cadillac XT6

55
OVERALL SCORE

Cadillac's three-row luxury midsize SUV has responsive handling and feels like a smaller vehicle than it is. The ride is comfortable but doesn't stand out in any way. We tested it with the then-standard 3.6-liter V6 and smooth nine-speed automatic transmission. This combination packs a lot of power for merging and passing. A 2.0-liter turbo engine is now standard. Front- and all-wheel drive are available. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury features, such as a four-way lumbar-support adjustment for the driver's seat and auto-up rear windows. The infotainment system is relatively easy to use. FCW and city-speed AEB with pedestrian detection are standard. BSW and rear cross traffic warning are standard on all but the base model.



\$47,995-\$57,195
RELIABILITY **2** SATISFACTION **1**
ROAD-TEST SCORE **82** MPG **18**

Chevrolet Blazer

67
OVERALL SCORE

Chevrolet's midsize SUV seats five passengers but is focused more on styling and luxury and less on utility. The base 193-hp four-cylinder engine comes on the entry-level front-wheel-drive versions. Higher trims and all-wheel-drive versions get either a 305-hp V6 or a 227-hp, 2.0-liter turbocharged four-cylinder. The Blazer rides and handles well, and is quiet, and the V6's power delivery is smooth. Controls are easy to use, but the low dash vents direct air to front occupants' elbows. For active safety features beyond BSW and rear cross traffic warning, buyers have to pick an expensive option package that's available only on high-end versions. Getting active safety features such as FCW and AEB bumps the price up considerably.



\$28,800-\$44,700

RELIABILITY SATISFACTION

ROAD-TEST SCORE **83** MPG **19**

Chevrolet Corvette

NA
OVERALL SCORE

The Corvette Stingray underwent a radical change for 2020: The iconic sports car shifted to a mid-engine design, like those in exotic super-cars from Ferrari and Lamborghini. Under the rear glass hatch is a 6.2-liter V8 producing 495 hp. No turbo or electric assist here. The engine is matched with an eight-speed dual-clutch automatic, and a manual transmission isn't available. Chevrolet claims a Corvette with the Z51 performance package can go from 0 to 60 mph in less than 3 seconds. We drove the new Corvette and found it to be extremely agile. The engine and exhaust sounds are invigorating, and the ride isn't punishing. Rear and side visibility, as well as cabin access, are severely hampered. There are small cargo spaces up front and under the rear glass. BSW and rear cross traffic warning are available on all but the base trim.



\$58,900-\$77,850

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Chevrolet Bolt

78
OVERALL SCORE

The Bolt is the first relatively affordable electric vehicle to have a robust driving range. This small hatchback is built around a 66-kilowatt-hour battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector, but with a rated 259-mile range, owners should rarely have to fully charge the Bolt. The Bolt is very quiet, but the ride is choppy. Controls, including the unintuitive gear selector, take some getting used to. The driver's seat is short on lower back support, and interior quality is on the cheap side. FCW, city-speed AEB with pedestrian detection, BSW, and rear cross traffic warning are all optional.



\$36,500-\$41,700

RELIABILITY SATISFACTION

ROAD-TEST SCORE **76** MPGe **119**

Chevrolet Equinox

74
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The only powertrain for now is the lackluster 1.5-liter turbo four-cylinder and six-speed automatic. This combination gets the job done, but it isn't that energetic. The 2.0-liter turbocharged engine has been dropped. We found that the ride absorbed bumps and pavement imperfections well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including the infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. FCW and city-speed AEB with pedestrian detection are standard.



\$23,800-\$33,000

RELIABILITY SATISFACTION

ROAD-TEST SCORE **78** MPG **25**

Chevrolet Camaro

63
OVERALL SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and the rear-seat room is extremely tight. Also available is a more extreme ZL1 version powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or optional 10-speed automatic.



\$25,000-\$69,000

RELIABILITY SATISFACTION

ROAD-TEST SCORE **85** MPG **20**

Chevrolet Malibu

45
OVERALL SCORE

Chevrolet's Malibu is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the sedan to be quiet, with a comfortable ride and responsive handling. Two turbo four-cylinder engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. A continuously variable transmission is now standard. The uplevel engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats are a bit short on support. The roomy rear seat lets long-legged passengers stretch out. Wireless Android Auto and Apple CarPlay connectivity is new for 2021.



\$22,140-\$33,370

RELIABILITY SATISFACTION

ROAD-TEST SCORE **80** MPG **29**

Chevrolet Colorado

43/44
OVERALL SCORE

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. We tested the V6 engine, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions, along with extended-cab and crew-cab body styles, are available. An optional locking tailgate is new. Inside are the latest electronics, including the easy-to-use infotainment system. The only available active safety features are FCW and lane departure warning.



\$25,200-\$43,200

RELIABILITY SATISFACTION

ROAD-TEST SCORE **60-61** MPG **18-24**

Chevrolet Silverado 1500

45
OVERALL SCORE

The Silverado delivers smooth, responsive power from its 5.3-liter V8 engine paired to an eight-speed automatic transmission. Fuel economy is 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the Trail Boss and High Country, run the gamut from an off-road special to a luxury chariot. For 2021, more trim lines are available with active safety features such as FCW and AEB.



\$28,900-\$57,600

RELIABILITY SATISFACTION

ROAD-TEST SCORE **78** MPG **17-23**

Chevrolet Silverado 2500HD

NA

OVERALL SCORE

The Silverado HD front end has been changed to be more visually distinguished from the Silverado 1500.

The big truck is designed to tow and haul heavier loads than the 1500 can handle, but that comes at the expense of ride comfort. The standard engine is a 401-hp, 6.6-liter V8 with a six-speed transmission. A 445-hp, 6.6-liter turbodiesel V8 engine with a 10-speed transmission is also available. The new truck is 10 inches longer than the previous one, which translates to more legroom. GM claims that the new HD, when properly equipped, can tow up to 35,500 pounds. Updates for 2021 include more trims that are available with FCW, AEB, BSW, and rear cross traffic warning.



\$34,900-\$62,600

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE NA MPG NA

Chevrolet Trailblazer

55

OVERALL SCORE

Chevrolet resurrected the Trailblazer name for its sub-compact SUV, which, size-wise, is positioned between the Trax and the Equinox.

It shares a platform and powertrains with the Buick Encore GX. Base models get a 1.2-liter three-cylinder turbo engine. All-wheel drive, along with a more powerful 155-hp, 1.3-liter engine and nine-speed automatic, is also offered. The 1.3-liter is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. Standard active safety features include FCW and AEB with pedestrian detection, while BSW and rear cross traffic warning are optional.



\$19,000-\$27,000

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 66 MPG 27

Chevrolet Spark

45

OVERALL SCORE

Urban dwellers will appreciate the Spark's small dimensions when looking for a parking space. But this rudimentary, bare-

bones runabout doesn't offer much else. Power comes from a 98-hp, 1.4-liter four-cylinder engine that delivers leisurely acceleration along with plenty of engine drone. Yet the Spark isn't very frugal, at just 33 mpg overall. Handling is very responsive, but oversensitive steering makes the Spark a bit too twitchy at highway speeds and the ride is unyieldingly stiff. Inside, the driver has a commanding view out. But the rear seat is very tight and is best for just two occupants. The 7-inch color display houses Chevrolet's latest infotainment system, making the Spark up to date on the connectivity front. Available active safety features include FCW and AEB.



\$13,400-\$17,900

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 47 MPG 33

Chevrolet Traverse

69

OVERALL SCORE

The Traverse has a quiet interior, a very comfortable ride, and responsive handling that make it a viable alternative to

full-sized SUVs, such as the Tahoe. It's also a competent challenger to established three-row midsize SUVs. The 3.6-liter V6 engine supplies quick acceleration and gets 20 mpg overall. Front- and second-row captains' seats are comfortable, and the third row is roomy. An eight-passenger configuration is available on lower trims. We like the intuitive infotainment system. The manual sunroof shades are out of place in the \$50,000 Premier trim. FCW and AEB are available, as are a system that monitors teen drivers and a rear-seat reminder designed to prevent a small child from being left unattended.



\$29,800-\$53,100

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 95 MPG 20

Chevrolet Suburban

60

OVERALL SCORE

The redesigned Suburban enters the modern era with an independent rear suspension that improves ride comfort, handling, and

third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and together the powertrain supplies plenty of predictable and smooth power. While the ride with the standard suspension is comfortable, the Premier trim's electromagnetic suspension dampers provide a more composed ride. Handling is rather ponderous but safe. The enormous cabin is quiet, and the controls are easy to use except for the tricky gear selector. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. FCW and AEB with pedestrian detection are standard, but BSW is optional.



\$50,700-\$75,300

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 76 MPG 16

Chevrolet Trax

48

OVERALL SCORE

This bite-sized crossover is essentially a stripped-down Buick Encore. Available in front- or all-wheel drive, the outdated Trax has a

1.4-liter turbo four-cylinder engine and six-speed automatic transmission, a combination that doesn't deliver impressive performance or particularly frugal fuel economy. One consolation is that its compact dimensions make it easy to park in urban areas. The cabin is narrow, cramped, and low-rent, but at least the controls are easy to use. The pronounced engine noise and stiff ride don't add to the experience, nor does the occasionally bumpy transmission. Typically priced in the mid-\$20,000s, a Trax LT AWD costs almost as much as larger, more substantial compact SUVs, including Chevrolet's own Trailblazer. It's disappointing that FCW and AEB are not available.



\$21,400-\$23,820

RELIABILITY ⬆️ SATISFACTION ⬇️

ROAD-TEST SCORE 55 MPG 25

Chevrolet Tahoe

58

OVERALL SCORE

Like the Suburban, the redesigned Tahoe gets an independent rear suspension that improves ride comfort, handling, and

third-row room. This is a massive vehicle that's very functional, comfortable, and high-tech. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and together the powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable but steadier in the Premier trim because of its electromagnetic dampers. Handling is rather ponderous but secure. The enormous cabin is eerily quiet. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Tahoe, and the tall hood cuts forward visibility. FCW and AEB with pedestrian detection are standard, and BSW is optional.



\$48,000-\$72,600

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 73 MPG 17

Chrysler 300

78

OVERALL SCORE

Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, buyers will find plenty of space for five

adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which is plenty powerful and got a decent 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic transmission. All-wheel drive is available only with the V6 engine. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car even though it costs thousands less than what luxury brands typically charge. The Uconnect infotainment system is easy to use. The last freshening brought an electronic gear selector knob and a big information screen in the gauge cluster. FCW and AEB are available.



\$30,445-\$37,395

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 83-84 MPG 20-22

Chrysler Pacifica

68/70
OVERALL SCORE

The updated 2021 Pacifica is now available with all-wheel drive on nonhybrid as well as hybrid models. It also adds the next-generation Uconnect infotainment system and higher-end Pinnacle trim level. The Pacifica is offered in seven- and eight-passenger configurations, and it is distinguished by handy fold-into-the-floor second-row seats. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides plenty of power and gets a decent 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available and has an electric range of about 30 miles. It gets 27 mpg when operating as a hybrid. Standard safety equipment includes FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$35,045-\$53,390
RELIABILITY SATISFACTION
ROAD-TEST SCORE 85-88 MPG 21-27

Dodge Durango

49
OVERALL SCORE

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and has a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional Uconnect infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. FCW, AEB, and BSW are optional. New for 2021 is an updated dashboard layout and a 710-hp SRT Hellcat version.



\$31,765-\$80,995
RELIABILITY SATISFACTION
ROAD-TEST SCORE 83 MPG 18

Chrysler Voyager

NA
OVERALL SCORE

Chrysler is splitting its minivan offering with the Voyager, a lower-cost version of the Pacifica. The Voyager takes over for the L and LX trim levels, which account for about a third of Pacificas sold, thereby offering a more affordable entry into the minivan line. It essentially replaced the discontinued Dodge Grand Caravan. It uses the same 3.6-liter V6 engine as the Pacifica, matched with a nine-speed automatic transmission that routes power to the front wheels. That combination delivers good power in the Pacifica, where it returned 21 mpg overall. For 2021, the Voyager offers optional FCW and AEB with pedestrian detection, but these features come standard on the Pacifica.



\$27,235-\$33,245
RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Fiat 500X

31
OVERALL SCORE

The 500X is the only Fiat model left in the U.S. lineup. While its styling may be appealing, the more time spent with the 500X, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. This sibling vehicle to the Jeep Renegade shares some of the same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. A new 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. The interior has some flair. Available active safety features include FCW, AEB, and BSW.



\$24,840-\$29,745
RELIABILITY SATISFACTION
ROAD-TEST SCORE 50 MPG 23

Dodge Challenger

73
OVERALL SCORE

The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the manual transmission's stiff shifter and clutch detract. The view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Engine choices range from a mild V6 all the way up to a 6.2-liter supercharged V8 in the new SRT Super Stock. We think the best engine is the 5.7-liter V8. A six-speed manual and an eight-speed automatic are available. FCW, BSW, and rear cross traffic warning are available. All-wheel drive is optional with the V6 engine.



\$28,295-\$79,595
RELIABILITY SATISFACTION
ROAD-TEST SCORE 70 MPG 20

Ford Bronco

NA
OVERALL SCORE

The all-new Bronco squarely targets the Jeep Wrangler, revitalizing a rivalry from the 1960s. The boxy Bronco comes in two- and four-door configurations, with a soft top and an available removable hardtop. The seven trim levels span from a bare-bones base model to a well-equipped, upscale off-roader. All versions have 4WD and removable doors, and are offered with a choice of two turbocharged engines (a 2.3-liter four-cylinder and a 2.7-liter V6) and two transmissions (a seven-speed manual and a 10-speed automatic). The interior features a variety of off-road-specific features, such as floor drains, water-resistant controls, a 360-degree camera, and navigation with trail maps powered by Ford's new Sync 4 infotainment system. Standard safety equipment includes FCW and AEB with pedestrian detection.



\$28,500-\$59,305
RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Dodge Charger

78/79
OVERALL SCORE

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter or the Hellcat's 797-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is wanting, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touch-screen infotainment system is optional. FCW and AEB are available.



\$29,995-\$78,595
RELIABILITY SATISFACTION
ROAD-TEST SCORE 82-85 MPG 20-22

Ford Bronco Sport

NA
OVERALL SCORE

The all-new 2021 Bronco Sport is a small SUV that is based on the Escape and has some of the vibe of the rugged regular Bronco. Still, its increased ground clearance, a more serious four-wheel-drive system, and short overhangs make it rugged enough for mild off-roading. Most versions come with a 181-hp turbo-charged three-cylinder engine, with higher trims getting a 245-hp, 2.0-liter turbo four-cylinder. An eight-speed automatic and 4WD come standard. Inside, there's an 8-inch touch-screen infotainment system with standard Android Auto and Apple CarPlay compatibility. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$26,820-\$38,160
RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Ford EcoSport

45
OVERALL SCORE

The EcoSport subcompact crossover SUV has a tall stance that helps the driver get a good view out. It offers either a 1.0-liter turbocharged three-cylinder engine that feels responsive in urban environments or a 2.0-liter four-cylinder. The 2.0-liter comes with standard all-wheel drive. Its fuel economy of 24 mpg overall isn't stellar. Handling is very nimble, which makes the EcoSport fun in the corners. But the ride is stiff, and the cabin is loud. The controls are easy to master, and Android Auto and Apple CarPlay compatibility is standard. The side-hinged rear hatch door can be annoying to use when the car is parallel-parked. BSW with cross traffic warning is offered on higher trims, but neither FCW nor AEB is available.



\$19,995-\$27,715
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **61** MPG **24**

Ford Explorer

42
OVERALL SCORE

The Explorer is relatively agile and has a spacious, quiet cabin, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but raspy-sounding. The transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The Sync 3 infotainment system is very easy to use. The driving position is much improved, but the third-row seat is not as roomy as the one in the previous generation. A power liftgate is standard. The standard Ford Co-Pilot360 suite of active safety features includes FCW, AEB with pedestrian detection, and BSW.



\$32,225-\$54,480
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **78** MPG **21**

Ford Edge

83
OVERALL SCORE

The Edge is a roomy and capable SUV. Most versions come with the standard 2.0-liter turbo four-cylinder and eight-speed automatic transmission. This combination provides smooth, quiet acceleration. The high-performance ST trim gets a V6 turbo and AWD. The spacious interior provides comfortable quarters, front and rear, and cargo space is generous. However, the driving position is uneven because the left footrest sits too close to the driver. The Edge can rival some luxury SUVs with its quiet cabin, steady ride, and agile handling. All 2021 models get Ford's new Sync 4 infotainment system, which includes a large 12-inch touch screen and wireless Android Auto and Apple CarPlay connectivity. Standard safety equipment includes FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$31,250-\$43,100
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **84** MPG **22**

Ford F-150

NA
OVERALL SCORE

The redesigned 2021 Ford F-150 continues with a steel frame and an aluminum body, three cab configurations, three bed lengths, and six engines, including a diesel and a new hybrid. Improvements include an incrementally more comfortable ride and slightly more responsive handling. The cabin remains very quiet. There are a number of clever features, such as a fold-away shift lever to create a workspace, a tailgate designed to serve as a workbench, powered running boards for accessing the bed, and optional built-in generator capability for using power equipment on a job site or tailgating at an event. The F-150 features Ford's new, easy-to-use Sync 4 infotainment system. Every F-150 comes with standard FCW and AEB with pedestrian detection.



\$28,940-\$74,250
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Ford Escape

46/50
OVERALL SCORE

The Escape's standard 1.5-liter turbo three-cylinder engine returned 26 mpg overall in our tests. Although it provides sufficient oomph, the engine transmits an annoying vibration at low engine speeds. The hybrid version doesn't suffer from that problem and gets a very fuel-efficient 34 mpg overall. Additionally, a front-wheel-drive plug-in hybrid with a 37-mile electric range is available. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The ride has an underlying firmness. Handling is nimble and secure. But the brake pedal is oversensitive. Controls, including the rotary gear selector, are easy to use. The front seats are a bit flat, but the rear seat is quite roomy when set to the rearmost position. All Escapes come standard with FCW, AEB with pedestrian detection, and BSW.



\$24,885-\$38,585
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **73-82** MPG **26-34**

Ford F-250

53
OVERALL SCORE

Recent updates to the Super Duty pickup truck include mild styling details, as well as improvements under the hood. The base 6.2-liter V8 engine is mated to a six-speed transmission. There's also a 7.3-liter V8 paired to a 10-speed, and a 6.7-liter diesel V8. The crew cab's interior is roomy, with a generous rear seat and handy features, such as a collapsible cargo box under the rear seat. It's a very tall vehicle with a high step-in, which makes climbing into the cabin awkward. The Sync 3 infotainment system is easy to use. Handling is very clumsy but ultimately secure. A maximum towing capacity of 20,000 pounds further strengthens its workhorse capabilities. Available active safety features include FCW, AEB with pedestrian detection, and BSW.



\$34,230-\$84,390
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **53** MPG **15**

Ford Expedition

69
OVERALL SCORE

The Expedition is a huge SUV with modern convenience and active safety features. The sole engine option, a 3.5-liter turbocharged V6, is mated to a 10-speed automatic transmission and provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is rather ungainly, and the ride is a bit stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. The controls, including the rotary knob gear selector, are easy to use. Standard safety equipment includes FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$49,025-\$78,825
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **73** MPG **16**

Ford Mustang

70/76
OVERALL SCORE

The Ford Mustang, especially in its V8-powered GT form, gives a thrilling driving experience yet can also serve as a reasonable daily driver. And that V8 delivers a throaty and satisfying burble. The available turbocharged 2.3-liter four-cylinder is less fun, with an unexciting power delivery. Handling is balanced and controlled, and the ride is taut. The front seats are superbly supportive, but they lack a power-recline feature. As for the rear seats, there's room for groceries but little else. Recent updates included revised powertrains and additional high-tech options. The high-performance Shelby GT350 handles and sounds the part and is suitable for track driving. For 2021, FCW, AEB with pedestrian detection, and BSW are standard on all but the Shelby models.



\$27,155-\$51,720
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **76-84** MPG **19-25**

Ford Mustang Mach-E

NA
OVERALL SCORE

The Mustang Mach-E is an all-new, all-electric SUV. It draws some styling cues from the iconic Mustang sports car, but it is otherwise its own animal. It's offered in rear- and all-wheel drive configurations. The driving range spans 210 to 300 miles, depending whether you get the 68- or 88-kilowatt-hour battery, and AWD versions have a shorter range than FWD ones. We found the Mach-E to be quick, quiet, and agile. There are three adjustable driving modes, with the Unbridled one adding an artificial "engine" sound. The ride skews firm but is steady and controlled. The five-passenger interior is roomy and features a giant screen for accessing audio, phone, navigation, and EV-related information. All Mach-Es come with the Ford Co-Pilot360 2.0 safety suite, which includes FCW, AEB with pedestrian detection, and BSW.



\$42,895-\$60,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE NA MPG NA

Genesis G90

68
OVERALL SCORE

The G90 flagship sedan embodies stress-free luxury at a competitive price. It features a 5.0-liter V8 or a 3.3-liter turbocharged V6, the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive. The spacious but slightly understated cabin is decked out in soft materials and trimmed in wood and chrome. We like that the controls are user-friendly. The ride is cushy and cossetting, and the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the back seat is really the place to be. Those in the back seat even get controls in the rear armrest to manage audio and climate settings. A complete suite of active safety features is standard, including FCW, AEB, and BSW.



\$72,950-\$79,200

RELIABILITY SATISFACTION

ROAD-TEST SCORE 89 MPG 18

Ford Ranger

46
OVERALL SCORE

The Ranger compact pickup truck offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds the engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It can be hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab. New for 2021 is the Tremor package, which includes special off-road suspension components. AEB is standard.



\$24,820-\$38,785

RELIABILITY SATISFACTION

ROAD-TEST SCORE 55 MPG 20

Genesis GV80

NA
OVERALL SCORE

The 2021 GV80 is the first SUV from Hyundai's luxury brand, Genesis, and shares its architecture with the redesigned G80. Rear- and all-wheel-drive versions are available. Like in the G80, the standard engine is a 300-hp, 2.5-liter four-cylinder turbo and the uplevel engine is a punchy 375-hp, 3.5-liter V6 turbo. A small third-row seat is optional. The GV80 is taut and agile, with a steady ride and responsive steering. The interior is swanky, but the new infotainment system is very tricky to use. The GV80 comes standard with FCW, AEB that can detect vehicles approaching from the side in addition to pedestrians, BSW, and rear cross traffic warning with automatic braking.



\$48,900-\$70,950

RELIABILITY SATISFACTION

ROAD-TEST SCORE NA MPG NA

Genesis G70

64
OVERALL SCORE

The Genesis G70 sports sedan has a standard 252-hp turbo four-cylinder engine that feels energetic in normal driving, but ultimately its acceleration time is among the slowest in the class. We got 23 mpg in our all-wheel-drive version, which isn't particularly good, either. The uplevel 365-hp V6 turbo is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, stopping distances are rather long. The car is quiet, and the interior is well-assembled. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the back seat. An easy-to-use infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. FCW, AEB with pedestrian detection, and BSW are standard.



\$36,000-\$48,200

RELIABILITY SATISFACTION

ROAD-TEST SCORE 74 MPG 23

GMC Acadia

71
OVERALL SCORE

The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The smooth 3.6-liter V6 returned 19 mpg in our tests. A less powerful but still capable 2.5-liter four-cylinder is standard. A 230-hp turbocharged four-cylinder joins the ranks. All engines get a nine-speed automatic transmission. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use, but the push-button gear selector is fussy. The outboard second-row seats can slide and tilt forward, even with a child seat in place. FCW and AEB are optional; BSW and rear cross traffic warning are standard.



\$29,800-\$48,300

RELIABILITY SATISFACTION

ROAD-TEST SCORE 83 MPG 19

Genesis G80

NA
OVERALL SCORE

The redesigned Genesis G80 is based on a new rear-drive platform, with the latest infotainment features and innovative active safety features. It competes with the Mercedes E-Class and BMW 5 Series. Beneath the sleek shape is an all-new structure shared with the GV80 SUV. The standard engine is a turbocharged 300-hp, 2.5-liter four-cylinder, and the uplevel engine is a 375-hp, 3.5-liter V6 turbo that provides effortless acceleration. All-wheel drive is optional. Ride comfort is impressive, and handling is responsive. Fit and finish is top-notch. However, the infotainment system is very tricky to use. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.



\$47,700-\$62,250

RELIABILITY SATISFACTION

ROAD-TEST SCORE NA MPG NA

GMC Canyon

43/44
OVERALL SCORE

GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode that keeps the truck in the right gear for the situation, rather than upshifting for fuel-economy improvements. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available, and a locking tailgate is a new option. These small trucks offer optional FCW but no AEB or BSW. An off-road AT4 model is new for 2021.



\$26,400-\$44,700

RELIABILITY SATISFACTION

ROAD-TEST SCORE 60-61 MPG 18-24

GMC Sierra 1500

45
OVERALL SCORE

The Sierra is essentially a Chevrolet Silverado. Power delivery is smooth and responsive, and fuel economy is 17 mpg overall for the 5.3-liter V8 engine version with a crew cab and four-wheel drive. A new 3.0-liter turbodiesel six-cylinder engine got an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Helpful options include a power liftgate that can be opened using the key fob, a tailgate that can be configured into a workbench, and power running boards that can shift back to help reach the bed. The luxurious Denali version has a 6.2-liter V8 mated to a 10-speed automatic. AEB and BSW are optional.



\$30,000-\$59,400
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **78** MPG **17-23**

GMC Yukon XL

59
OVERALL SCORE

Like its slightly smaller sibling, the massive Yukon XL gets an independent rear suspension that improves ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and that powertrain supplies plenty of predictable and smooth power. The ride with the standard suspension is comfortable, but the Denali trim's electromagnetic suspension dampers provide a more composed ride. Handling is rather ponderous but safe. The enormous cabin is quiet, and the controls are easy to use except for the tricky gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. FCW and AEB with pedestrian detection are standard, but BSW is optional.



\$53,400-\$74,100
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **75** MPG **16**

GMC Sierra 2500HD

NA
OVERALL SCORE

The new Sierra HD's exterior is more visually distinguished from the Sierra 1500. Aside from its roof, which is shared with the light-duty Sierra, all other visible elements are unique to the work-focused HD truck. The standard engine is a 401-hp, 6.6-liter V8 with a six-speed transmission. A 445-hp, 6.6-liter turbodiesel V8 engine with a 10-speed transmission is also available. The new truck is 10 inches longer than the previous one, which translates to more legroom. GM claims that the new HD, when properly equipped, can tow up to 35,500 pounds. Available active safety features include FCW, AEB, BSW, and rear cross traffic warning.



\$36,100-\$65,300
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Honda Accord

83/84
OVERALL SCORE

The Accord is available with a choice of two turbocharged, four-cylinder engines. The base version gets a 192-hp, 1.5-liter four-cylinder engine mated to a continuously variable transmission, a combination that is mostly unobtrusive and delivers adequate power. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission but features an unintuitive push-button gear selector. The Hybrid gets an impressive 47 mpg overall without sacrificing acceleration or trunk space. The infotainment system includes easy-to-use knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard active safety features include FCW and AEB with pedestrian detection, while BSW is optional.



\$24,970-\$36,900
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **89** MPG **31-47**

GMC Terrain

66
OVERALL SCORE

The Terrain is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The base engine is a lackluster 1.5-liter turbo four-cylinder. The uplevel choice is a significantly stronger 2.0-liter turbo mated to a nine-speed automatic that's neither the swiftest nor the smoothest. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system is one of the easier ones to use. FCW and AEB with pedestrian detection are standard, and BSW is optional.



\$25,000-\$34,100
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **67** MPG **22**

Honda Civic

74/75
OVERALL SCORE

The Civic is a substantial and capable compact car. The base 2.0-liter engine and optional 1.5-liter turbo deliver good fuel economy, with the turbo bringing more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is responsive, and the interior has a lot of storage space. However, because of the car's low stance, occupants must do the limbo to get in and out. We found Honda's infotainment system to be unintuitive on most trims. The 306-hp Type R is a track-ready, high-performance version. All trims have standard FCW and AEB with pedestrian detection. A redesigned Civic is imminent.



\$21,050-\$43,995
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **75-76** MPG **31-32**

GMC Yukon

58
OVERALL SCORE

The redesigned Yukon entered the modern era with an independent rear suspension that improved ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and that powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable, although it's steadier in the Denali version with the standard magnetic ride suspension. Handling is rather ponderous but secure. The enormous cabin is eerily quiet. Cargo capacity is generous, weakening the case for the Yukon XL. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Yukon, and the tall hood cuts forward visibility. FCW and AEB with pedestrian detection are standard, but BSW is optional.



\$50,700-\$71,400
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **73** MPG **17**

Honda Clarity

80
OVERALL SCORE

The Clarity comes as either a plug-in hybrid or a fuel-cell variant that runs on hydrogen. The plug-in hybrid is the more practical version and has a 48-mile all-electric range before the gas engine kicks in. It takes 2.5 hours to recharge with a 240-volt charger or 12 hours on 120 volts. The car works well in electric-only mode; in hybrid mode the engine makes a loud ruckus. The push-button gear selector takes getting used to. While the Clarity has a comfortable ride, its handling is rather clumsy. Though the cabin is roomy, the front seats are uncomfortable because of their short bottom cushion and lack of lower back support. FCW and AEB are standard, but there is no true BSW system that covers both sides. Honda has dropped the full-electric version.



\$33,400-\$58,490
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **74** MPG/MPGe **39/110**

Honda CR-V

81
82
OVERALL SCORE

The CR-V is one of the better small SUVs, thanks to its roomy cabin, good fuel economy, and competent handling. The 190-hp, 1.5-liter turbo provides ample power even at low to midrange revs. The continuously variable transmission is largely unobtrusive. Fuel economy is impressive at 28 mpg overall for the regular engine, while the Hybrid version gets 35 mpg overall. Handling is sure-footed, and although the ride has a firm edge, it's not objectionable. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very roomy, particularly the rear seat, and access is easy. Note that the seats in the base LX are less supportive. EX and above trims get a more comprehensive infotainment system. While FCW and AEB with pedestrian detection are standard, BSW comes only on the EX and above trims.



\$25,350-\$36,350
 RELIABILITY  SATISFACTION 
 ROAD-TEST SCORE **80-82** MPG **28-35**

Honda Passport

64
OVERALL SCORE

The Passport is a shorter, five-seat version of Honda's Pilot SUV. They share a platform and the same smooth, refined 3.5-liter V6 engine and nine-speed automatic transmission. We measured 21 mpg overall. The midsize Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot's ride, we found the Passport's ride to be rather stiff but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The interior is roomy and full of handy storage places. Standard active safety features include FCW and AEB, while BSW is standard on all trims except the base one.



\$32,790-\$44,180
 RELIABILITY  SATISFACTION 
 ROAD-TEST SCORE **79** MPG **21**

Honda HR-V

71
OVERALL SCORE

Based on the recently discontinued Fit subcompact, the HR-V has a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's strengths include its excellent 29 mpg overall, very flexible interior, and generous rear-seat and cargo room. The front seats are short on support, however. Available features include heated leather seats, a sunroof, and keyless entry. The EX is the better choice because it comes with active safety features and Android Auto and Apple CarPlay compatibility.





\$21,220-\$27,520
 RELIABILITY  SATISFACTION 
 ROAD-TEST SCORE **66** MPG **29**

Honda Pilot

72
OVERALL SCORE

The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 rated at 280 hp. We got 20 mpg overall in our tests of an EX-L. For 2021, the nine-speed automatic transmission is standard. We found the ride to be comfortable, but the handling is ungainly. The touch-screen infotainment system is rather frustrating to use because it's a far reach away and is slow to respond to touch commands. The push-button gear selector takes getting used to. All Pilots come standard with FCW and AEB, while BSW is standard on all trims except the base LX.



\$32,550-\$50,220
 RELIABILITY  SATISFACTION 
 ROAD-TEST SCORE **80** MPG **20**

Honda Insight

79
OVERALL SCORE

The Insight is our fuel-economy champ among cars that don't have to be plugged in, thanks to its 54 mpg overall in our tests, which is 2 mpg better than the Toyota Prius delivers. Based on the Civic sedan, the Insight has the same strengths and weaknesses. The ride is comfortable, its handling is secure but mundane, and the rear seat is relatively roomy. But the Insight suffers from a very low stance, which makes it tough to get in and out. The driver's seat is short on lower back support, and the controls are somewhat tricky, including the push-button gear selector. The car can loaf around on electric power alone at very low speeds, but when the gas engine awakens as more power is needed, the cabin gets loud. Standard active safety features include FCW and AEB. For 2021, BSW is standard on all versions except for the base LX.





\$23,130-\$29,040
 RELIABILITY  SATISFACTION 
 ROAD-TEST SCORE **73** MPG **54**

Honda Ridgeline

80
OVERALL SCORE

Honda's smart pickup got a mild freshening for 2021 that brought revised styling, an updated infotainment system, and standard all-wheel drive. Built on the same platform as the Pilot SUV, the Ridgeline is unlike other trucks in that it has a unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests, the best of any nondiesel pickup. A nine-speed automatic is the only available transmission. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The infotainment system is rather tricky to use, but it's compatible with Android Auto and Apple CarPlay. FCW and AEB are standard, and BSW is optional.



\$36,490-\$43,920
 RELIABILITY  SATISFACTION 
 ROAD-TEST SCORE **83** MPG **20**

Honda Odyssey

68
OVERALL SCORE

The Odyssey blends refinement, quietness, convenience, and decent fuel economy in an appealing package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed transmission. The engine is smooth, punchy, and hushed, but there still isn't an all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to. The optional 8-inch infotainment touch screen is easier to use than the previous offering, but it can still be distracting. The 2021 freshening features standard active safety features on all trims, including a rear-seat reminder system to prevent children from being left behind when the van is parked.





\$31,790-\$47,820
 RELIABILITY  SATISFACTION 
 ROAD-TEST SCORE **85** MPG **22**

Hyundai Accent

58
OVERALL SCORE

The Accent is bare-bones transportation and suffers from many of the shortcomings common among subcompacts. Its 1.6-liter four-cylinder engine returned 33 mpg overall in our tests. That is good, but many larger, more substantial compact cars match or even surpass that, including its Elantra stablemate. The engine sounds coarse under hard acceleration. The stiff ride doesn't do much to soften bumps and ruts, and road noise fills the cabin. The basic interior features easy-to-use controls. We found the seats to be short on support, and the back seat is tight. Active safety features come only on the top Limited trim, which is priced like a compact car, further undermining the reason to buy this subcompact.



\$15,395-\$19,500
 RELIABILITY  SATISFACTION 
 ROAD-TEST SCORE **64** MPG **33**

Hyundai Elantra

57
OVERALL SCORE

The Elantra grows up for 2021, with larger dimensions and a more sophisticated infotainment system. For the first time, a hybrid version is available, with Hyundai claiming over 50 mpg combined. The standard engine is a 147-hp four-cylinder, teamed with a continuously variable transmission that's responsive and unobtrusive. However, the engine gets loud when revved. There's also a sporty N Line version, which gets a 201-hp, 1.6-liter turbocharged engine. The stretched dimensions bring increased space, and even tall people will have enough room. Buyers can get dual-zone climate control and heated seats even in the popular SEL trim. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$19,650-\$28,100
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **76** MPG **33**

Hyundai Nexo

NA
OVERALL SCORE

The Nexo hydrogen fuel-cell vehicle is a front-wheel drive SUV with a 161-hp electric motor. Three hydrogen tanks with a total capacity of 14 pounds provide a 380-mile driving range and can be refilled in about 5 minutes. The Nexo has effortless power, a comfortable ride, a quiet cabin, and responsive handling. A few driver assistance features come on the top trim, including blind-spot monitors that relay a video image of the car's flanks onto the instrument panel. The Nexo also has the ability to park itself and be summoned from a parking space. However, the limited hydrogen filling station infrastructure is a challenge. Hyundai provides owners with a prepaid card with a quota of fill-ups. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning with automatic braking are standard.



\$58,785-\$62,235
RELIABILITY **0** SATISFACTION **4**
ROAD-TEST SCORE **NA** MPG **NA**

Hyundai Ioniq

64
OVERALL SCORE

The Ioniq hybrid evokes the silhouette and hatchback configuration of the Toyota Prius, and it matches it as a fuel sipper, returning 52 mpg overall in our tests. Power comes from a 1.6-liter four-cylinder engine, which, paired with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch automatic transmission isn't the smoothest, and there's some delay off the line. Like other hybrids, it can drive on electric power at low speeds. Handling lacks agility, and the ride is a bit unsettled but unobjectionable. Our SEL had unusually long stopping distances. Android Auto and Apple CarPlay compatibility is standard. Plug-in and fully electric versions are also available. A number of safety features are standard, including FCW and AEB with pedestrian detection.



\$23,200-\$38,615
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **67** MPG **52**

Hyundai Palisade

85
OVERALL SCORE

The Hyundai Palisade three-row midsize SUV can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares its platform and many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic transmission. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details. It benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touch-screen infotainment system. Several active safety features come standard, including FCW and AEB with pedestrian detection. BSW is optional on the base trim and standard on the others.



\$32,525-\$47,750
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **88** MPG **21**

Hyundai Kona

77
OVERALL SCORE

The Hyundai Kona is one of the better subcompact SUVs. It competes with the Honda HR-V, Mazda CX-3, and the like. The base 2.0-liter engine and six-speed automatic transmission are adequate around town but can feel sluggish at times. We got 26 mpg with it in our Kona with the optional all-wheel drive. The uplevel 1.6-liter turbo is more powerful, but power delivery is neither as smooth nor as predictable. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff, and the cabin gets loud with road and engine noise. The controls are super-easy to use. Standard safety features include FCW, AEB, BSW, and rear cross traffic warning.



\$20,500-\$28,150
RELIABILITY **4** SATISFACTION **1**
ROAD-TEST SCORE **71** MPG **26**

Hyundai Santa Fe

NA
OVERALL SCORE

The midsize Santa Fe received an extensive freshening for 2021 with new engines, interior changes, and a cosmetic nip and tuck. A 191-hp, 2.5-liter four-cylinder is now standard; the outgoing 2.0-liter turbo four-cylinder engine is replaced by a 2.5-liter turbo that is mated to an eight-speed dual-clutch automatic transmission. Hybrid and plug-in hybrid versions will arrive later in 2021. The roomy cabin remains, boasting a spacious rear seat. The controls are clear and easy to master, particularly the quick-to-respond infotainment system, but the push-button gear selector is tricky to use without looking. FCW and AEB with pedestrian detection are standard, and BSW is standard on all but the base trim. We are currently testing the new Santa Fe.



\$26,850-\$42,300
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **NA** MPG **NA**

Hyundai Kona Electric

74
OVERALL SCORE

The Kona Electric is better than the conventional version, though it's significantly more expensive. Its 201-hp electric motor makes the car quick, with smooth and quiet acceleration. Its range is a robust 258 miles. It takes 9 hours to charge the 64-kilowatt-hour battery from empty on a 240-volt connector. Unlike the regular Kona, the electric version is front-wheel drive only. It has nimble handling, which makes the Kona responsive when going through corners. The ride, however, is stiff. The controls are very straightforward, though the EV has a push-button gear selector that is challenging to use at a glance. Standard safety features include FCW, AEB, BSW, and rear cross traffic warning. The Kona Electric is available in limited states.



\$37,390-\$45,600
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **76** MPGe **120**

Hyundai Sonata

67/71
OVERALL SCORE

The coupelike Sonata has a standard 2.5-liter four-cylinder coupled to an eight-speed automatic. This combination provides unobtrusive, linear power and 31 mpg overall in our tests. We got an excellent 44 mpg overall from the hybrid version but found that its six-speed transmission has rough shifts. All versions have responsive handling but a rather stiff ride. Rear-seat room is decent, although the low stance compromises access. The modern cabin is marred by a counterintuitive push-button gear selector. The standard 8-inch touch screen is easy to use. A larger screen comes on high-end versions, but it lacks a tuning knob. The sporty N Line version gets a 2.5-liter turbo engine and dual-clutch automatic transmission. FCW and AEB with pedestrian detection are standard, while BSW is standard on all trims except the base.



\$23,600-\$33,850
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **76-81** MPG **31-44**

Hyundai Tucson

NA
OVERALL SCORE

The redesigned fourth-generation compact Tucson SUV promises more creature comforts, power, room, and safety features than the mediocre model it replaces. The base Tucson uses a 187-hp, 2.5-liter four-cylinder teamed with an eight-speed automatic transmission. The hybrid powertrain is based around a 1.6-liter turbocharged engine, and it puts out a combined 227 hp. The minimalist interior is dominated by a digital dash and screens that fill the center stack, including where climate control buttons usually reside. The passenger side vents are concealed. A similar concept is applied to the exterior, with daytime running lights hidden in the grille design. It goes on sale this spring as a 2022 model. A plug-in hybrid and sportier N Line version will join later.



\$24,000-\$40,000E

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Infiniti QX50

61
OVERALL SCORE

The Infiniti QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Although the engine is supposed to deliver the power of a V6 and the fuel economy of a four-cylinder, and acceleration is competitive, we got just 22 mpg overall in our AWD test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's optional ProPilot Assist feature can keep the QX in its lane, and can maintain and adjust speed according to traffic. FCW, AEB, BSW, and rear cross traffic warning are standard.



\$37,950-\$56,850

RELIABILITY SATISFACTION

ROAD-TEST SCORE **77** MPG **22**

Hyundai Veloster

80
OVERALL SCORE

The Veloster hatchback continues to use an unusual three-door configuration, with a right-side rear door that allows access to the back seat. The base 2.0-liter engine isn't very exciting; the 1.6-liter turbo version fits this sporty coupe better. We got 29 mpg overall in our tested R-Spec trim with the slick manual transmission. Handling is nimble, with sporty versions exhibiting tenacious grip in sharp turns. The ride is very stiff, and the cabin is loud. The top high-performance version, the N trim, is more powerful and has upgraded suspension, steering, and brakes. The controls are easy to use, including the color touch-screen infotainment display. FCW and AEB are standard, and the N can be had with a new eight-speed dual-clutch automatic transmission.



\$18,900-\$33,750

RELIABILITY SATISFACTION

ROAD-TEST SCORE **83** MPG **29**

Infiniti QX55

NA
OVERALL SCORE

This new derivative of the QX50 has a sloped roof that gives it a coupelike appearance. It uses the same variable-compression 2.0-liter turbocharged four-cylinder engine and continuously variable transmission as the QX50. Output is unchanged at 268 hp. This combination is portrayed as an optimization of performance and fuel economy, but our experience was far from that in the QX50 we tested. Every QX55 is equipped with all-wheel drive. The dual-screen infotainment system is compatible with Android Auto and wireless Apple CarPlay. FCW, AEB with pedestrian detection, and BSW are standard. The optional ProPilot Assist feature can keep the QX in its lane, and can maintain and adjust speed according to traffic.



\$45,000-\$58,000E

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Hyundai Venue

59
OVERALL SCORE

The tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with the Nissan Kicks. All-wheel drive is not offered. As is the case with other sub-compacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble, and the car is extremely easy to park and maneuver. Android Auto and Apple CarPlay compatibility come standard, as does an 8-inch touch screen. The Venue includes some key active safety features as standard equipment, including FCW and AEB. BSW and rear cross traffic warning are standard on all trims except the base one.



\$18,750-\$22,050

RELIABILITY SATISFACTION

ROAD-TEST SCORE **61** MPG **32**

Infiniti QX60

71
OVERALL SCORE

The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. It is based on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather mushy and hesitant when taking corners. The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration but returned an unimpressive 19 mpg overall on premium fuel. A family friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, forcing passengers to sit with their knees high in the air. A recent freshening included a bump in power and an increase in towing capacity. FCW, AEB, and BSW are standard. Both the QX60 and the Pathfinder will be redesigned for the 2022 model year.



\$44,350-\$48,150

RELIABILITY SATISFACTION

ROAD-TEST SCORE **79** MPG **19**

Infiniti Q50

85
OVERALL SCORE

The Q50 is a luxury sports sedan, available in rear- and all-wheel-drive. The standard 300-hp turbocharged V6 engine is very punchy and, combined with the standard seven-speed automatic transmission, makes the Q50 quick. But it's to the detriment of fuel economy, which is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up a bit short, and the level of amenities is below the curve. Infiniti's dual-touch-screen infotainment system is slow and cumbersome to use, requiring multiple steps and extra distraction for simple tasks. A 400-hp turbo V6 is also available, as is a Q60 coupe version. FCW and AEB are standard.



\$36,600-\$57,750

RELIABILITY SATISFACTION

ROAD-TEST SCORE **85** MPG **22**

Infiniti QX80

64
OVERALL SCORE

The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy for carrying two kids. The Nissan Armada is essentially the same vehicle but costs less. FCW, AEB with pedestrian detection, BSW, a rear-seat reminder system, and rear cross traffic warning are standard.



\$69,050-\$83,300

RELIABILITY SATISFACTION

ROAD-TEST SCORE **68** MPG **15**

Jaguar E-Pace

51
OVERALL SCORE

The E-Pace is a stylish and nimble small SUV powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic and all-wheel drive. Power delivery is uneven: It's either lethargic or inordinately gushing. Fuel economy of 21 mpg overall is abysmal. Handling is agile, with sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. The controls are cumbersome but manageable, and the touch-screen infotainment system has been updated with Jaguar's latest Pivi Pro system. Android Auto and Apple CarPlay compatibility is standard. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. FCW and AEB are standard, while BSW is standard on all but the base trim.



\$40,995-\$49,995
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **69** MPG **21**

Jaguar XF

NA
OVERALL SCORE

The XF is arguably the most agile midsize luxury sedan. It's taut and nimble, with lively steering, yet possesses a supple and composed ride that makes it very enjoyable to drive. It comes in rear- and all-wheel-drive versions. A 2021 refresh brings updated interior and exterior styling, but now the only engine available is a 2.0-liter turbo four-cylinder. The supercharged 3.0-liter V6 is discontinued. The eight-speed automatic shifts smoothly. The front and rear seats are very comfortable, and the trunk is large. Jaguar's latest Pivi Pro infotainment system has replaced the XF's old, slow, and distracting system. We found the air-conditioning system to be rather wimpy. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard.



\$51,100-\$71,800
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **NA** MPG **NA**

Jaguar F-Pace

51
OVERALL SCORE

Jaguar's compact SUV shares its rear-wheel-drive platform with the XF sedan. A 2.0-liter turbo four-cylinder is the base engine. High-end versions get a supercharged 3.0-liter V6 engine, making it quick, but the omnipresent engine drone quickly becomes tiring. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of most competitors. The infotainment system has been updated for 2021 to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task. Standard active safety features include FCW and AEB with pedestrian detection.



\$49,995-\$65,200
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **72** MPG **20**

Jeep Cherokee

54
OVERALL SCORE

The Cherokee SUV has a turbocharged four-cylinder engine in addition to the base underpowered and thirsty 2.4-liter and the smoother 3.2-liter V6. But that turbo engine suffers from a significant delay, particularly from a rolling start, and the transmission is neither smooth nor responsive. It also returned just 23 mpg overall. Handling is cumbersome, but the car remains under control when pushed. The ride is stiff, and the coarse engine noise mars an otherwise quiet cabin. The rear seat is roomy, and controls are intuitive with the optional larger infotainment screen. Limited trims can be fitted with high-end amenities. The Trailhawk features off-road motifs mostly for looks. Updates for 2021 include standard FCW, AEB, and BSW.



\$26,310-\$35,550
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **68** MPG **23**

Jaguar F-Type

NA
OVERALL SCORE

Jaguar's two-seat F-Type coupe and convertible received a freshening for 2021. It remains quick, sporty, and capable, regardless of the engine choice. There is a standard turbocharged four cylinder, a supercharged V6, and a supercharged V8 with a distinct exhaust bark. Rear- and all-wheel-drive versions are offered. A smooth eight-speed automatic is the only available transmission. The F-Type is agile in the corners and steers with precision, making it a delight to drive. The ride is firm, but it's not overly punishing, given the breed. That said, don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. All models get standard Android Auto and Apple CarPlay compatibility. Standard active safety features include FCW and AEB with pedestrian detection.



\$61,600-\$105,900
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Jeep Compass

39
OVERALL SCORE

The Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder engine that we found to be unrefined and sluggish. All-wheel-drive versions have the nine-speed automatic, which is neither smooth nor responsive. Handling isn't agile, though the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. On the plus side, the optional 8.4-inch Uconnect infotainment system is easy to use and quick to respond to inputs. Available active safety features include FCW and BSW. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.



\$23,915-\$30,815
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **56** MPG **24**

Jaguar I-Pace

59
OVERALL SCORE

The Jaguar I-Pace all-electric crossover seats five and has an EPA-estimated range of 234 miles. It's a quick and quiet car that handles nimbly and doesn't consume a drop of gas. The ride is firm yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system and a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. Like other EVs, we found that it takes quite a while to charge: The 90-kilowatt-hour battery takes about 13 hours from almost empty using a 240-volt connection. Jaguar says that on a DC fast charger, the I-Pace can be charged from empty to 80 percent in 40 minutes.



\$69,850-\$80,900
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **82** MPGe **76**

Jeep Gladiator

65
OVERALL SCORE

The Gladiator's longer wheelbase and a 5-foot bed transform the Wrangler into a pickup truck. The standard 3.6-liter V6 is mated to either a smooth eight-speed automatic or a six-speed manual. With the automatic, the Gladiator packs some oomph and returns 18 mpg overall. Unlike most compact pickups, it uses coil springs in the rear suspension, which makes the ride rather refined. Handling, however, is a bit clumsy. The truck comes with a soft top; a removable hardtop is optional. Either way, wind noise on the highway is loud. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. Available active safety features include FCW, AEB, and BSW. A 3.0-liter V6 diesel engine is optional, and full-time four-wheel drive is available on all trim lines.



\$33,565-\$43,895
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **52** MPG **18**

Jeep Grand Cherokee

67
OVERALL SCORE

The Grand Cherokee has a mostly compliant and controlled ride, comfortable seats, and a solid, upscale interior, all of which give it a premium, substantial feel. Handling is competent, fit and finish is very good, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Trackhawk version has a 707-hp, 6.2-liter supercharged V8 engine. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or capable off-roader. Recent updates include engine stop/start for the revised V6 and an easier-to-use gear selector. BSW and rear cross traffic warning are standard, and FCW and AEB are optional. A redesign is in the offing.



\$32,370-\$87,670

RELIABILITY SATISFACTION

ROAD-TEST SCORE **80** MPG **18**

Kia Forte

43
OVERALL SCORE

The Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and excess noise. The engine pulls adequately, and the continuously variable transmission provides unobtrusive progress, but the engine is raucous. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte is willing to tackle corners. But the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midtrim LXS are uncomfortable. But the automatic climate control is an unexpected feature, and the infotainment system is simple and easy to use. It's commendable that FCW and AEB are standard. A sportier GT model with a turbocharged engine is also available.



\$17,890-\$23,390

RELIABILITY SATISFACTION

ROAD-TEST SCORE **67** MPG **34**

Jeep Renegade

37
OVERALL SCORE

Built in Italy, the sub-compact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is also available. Handling is uninspiring, and the ride is unremarkable. Vibrations while the engine is idling and a too-touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Chrysler's easy-to-use Uconnect infotainment system is one of the best in the business. Updates for 2021 include standard active safety features, including FCW and AEB, on all trims except for the Trailhawk.



\$22,850-\$28,900

RELIABILITY SATISFACTION

ROAD-TEST SCORE **56** MPG **24**

Kia K5

73
OVERALL SCORE

The K5 replaced the Optima and shares a platform with the also-redesigned Hyundai Sonata. A 1.6-liter turbo engine is standard, and it delivers ample power and commendable fuel economy. We got 32 mpg overall in our tests. The ride is more comfortable than the Sonata's, and handling is secure. The roomy cabin has a traditional layout, with a conventional gear selector. Unfortunately, buyers have to opt for a GT-Line or above to get a power seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility. Standard active safety features include FCW, AEB with pedestrian detection, a driver attention monitor, and a rear-seat reminder, but BSW comes on LXS and higher trims. All-wheel drive is available on some trims.



\$23,490-\$30,490

RELIABILITY SATISFACTION

ROAD-TEST SCORE **82** MPG **32**

Jeep Wrangler

29
OVERALL SCORE

The Wrangler is a big improvement compared with the prior generation while remaining true to the off-roading icon's heritage. The essential Wrangler hallmarks remain, with body-on-frame construction and solid axles. It is available in two- and four-door configurations. The multitude of options can quickly drive up the price. The V6 engine provides strong acceleration, and the eight-speed automatic transmission shifts smoothly. We got 18 mpg overall with this combination. A 2.0-liter turbo four-cylinder is also available and has more than adequate power. Handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. FCW, AEB, BSW, and rear cross traffic warning are optional. Updates for 2021 include the new 4xe plug-in hybrid and a powerful 6.4-liter V8 Rubicon 392 version.



\$28,475-\$51,695

RELIABILITY SATISFACTION

ROAD-TEST SCORE **36** MPG **18**

Kia K900

NA
OVERALL SCORE

The K900 serves as the flagship sedan for Kia. It is positioned as a value-driven luxury car that promises the features and experience found in prestige-brand rivals at a significantly lower cost. It is powered by a 3.3-liter twin-turbo V6 producing 365 hp. This engine is paired with an eight-speed automatic transmission that directs power through a standard all-wheel-drive system. The well-appointed interior offers large screens, plus a 9.7-inch head-up display. The comprehensive suite of active safety features includes a live video feed of adjacent lanes activated by the turn signal, a driver attention monitor, and an exit assist that watches for potential hazards when a door is being opened, in addition to FCW, AEB, and BSW. Kia has discontinued the K900 after the 2020 model-year version.



\$59,900

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Kia Cadenza

79
OVERALL SCORE

This large sedan flies under the radar, and Kia is discontinuing the Cadenza. It is considerably bigger than the K5 and is competitive with the Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though it's not particularly plush. Handling is secure when the car is pushed to its limits, but the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. This combination returned 24 mpg overall in our tests. The high-end Limited version includes additional soft surfaces and more luxurious leather seats. All versions have a suite of standard safety features, including FCW, AEB with pedestrian detection, and BSW.



\$37,850-\$43,550

RELIABILITY SATISFACTION

ROAD-TEST SCORE **91** MPG **24**

Kia Niro

62
OVERALL SCORE

Kia's five-passenger Niro hybrid marries good fuel economy with cargo versatility. The 1.6-liter four-cylinder engine and electric drive unit puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch automatic transmission. We got 43 mpg overall, which is good but not as impressive as the fuel economy of the Hyundai Ioniq or Toyota Prius. A plug-in hybrid and an EV version with a 239-mile range are also available. The handling lacks agility, and the ride is a bit choppy. The optional power driver's seat provides better support than the standard seats do. Recent updates include new headlights, a standard 8-inch touch screen, and various exterior styling details. Available active safety features include AEB and BSW.



\$24,590-\$44,590

RELIABILITY SATISFACTION

ROAD-TEST SCORE **65** MPG **43**

Kia Niro EV

55
OVERALL SCORE

The Kia Niro EV gets around without gasoline, but it doesn't compromise on comfort or practicality. Its interior is well-appointed, and its elevated seat height and roomy cargo area give the five-passenger, front-drive Niro the versatility of a small SUV. It has a 239-mile range, which means the Niro EV will outrun some electric cars that cost tens of thousands more. The Niro shares its electric drive with the Hyundai Kona Electric and upcoming Kia Soul EV. Like its corporate siblings, it has a 64-kilowatt-hour battery that takes about 10 hours to charge from almost empty using a 240-volt connector. Acceleration is smooth, instant, and silent. We think this EV is more rewarding to drive than the hybrid and plug-in hybrid versions of the Niro. Unfortunately, Kia limits its availability to a handful of states.



\$39,090-\$44,590
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **81** MPGe **112**

Kia Sorento

NA
OVERALL SCORE

Kia redesigned its Sorento SUV for 2021, with new engines, a hybrid version, several high-tech features, and added safety equipment. Three rows of seating is standard with either a six- or seven-passenger configuration. There are three engine choices: A 2.5-liter four-cylinder is standard, a 2.5-liter turbo comes on higher trims, and a 1.6-liter turbo is coupled to a hybrid system. All-wheel drive can be had with either gas engine, but the hybrid is front-drive only. A plug-in hybrid will join for the 2022 model year. EX and above versions get the turbo engine that's coupled to a dual-clutch automatic, a combo that provides ample acceleration. The ride is rather stiff, however. Standard active safety features include FCW and AEB with pedestrian detection, and BSW is standard on all except the base trim.



\$29,390-\$42,590
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Kia Rio

55
OVERALL SCORE

The Rio is one of the better subcompact cars, but it's still basic transportation. It is a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests. That's good, but many more substantial compact cars achieve or surpass that mileage. The Rio's ride makes passengers feel every bump, and the car moves in choppy motions over uneven roads. We found that the Rio has safe, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Buyers must opt for at least the S trim to get the active safety features. But the S trim is close to the price of a compact car, which is another reason not to buy the Rio. Recent changes included a new 1.6-liter four-cylinder engine, which is now matched with a continuously variable transmission.



\$16,050-\$16,990
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **61** MPG **33**

Kia Soul

48
OVERALL SCORE

The Kia Soul possesses a blend of personality and versatility with its familiar boxy shape and cheerful character. The Soul has a continuously variable transmission that contributes to good fuel economy. Handling is quite nimble. But the ride is notably stiff, and engine noise is rather pronounced. Easy access and good visibility continue to be strengths. The EX comes with a power driver's seat, which has a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touch screen. Android Auto and Apple CarPlay compatibility are standard. FCW and AEB are standard on all trims except the base LX.



\$17,490-\$27,550
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **76** MPG **28**

Kia Sedona

61
OVERALL SCORE

The Sedona uses a smooth and refined 276-hp, 3.3-liter V6 engine that is matched to an eight-speed automatic. The Sedona is available in seven- or eight-passenger seating capacities. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. The Sedona is not enjoyable to drive. Its handling is rather ungainly though ultimately secure. The interior is nicely finished and inviting, with a front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available active safety features include FCW, BSW, and rear cross traffic warning. A redesign is due soon.



\$30,400-\$41,500
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **70** MPG **20**

Kia Sportage

81
OVERALL SCORE

The stylish Sportage is a mildly sporty small SUV. Though the 2.4-liter four-cylinder and smooth six-speed automatic provide adequate acceleration, the Sportage's 23 mpg overall is not particularly good. The SX trim gets a more powerful turbo four-cylinder. Though the ride is a touch firm, it's composed and handling is responsive. The controls, including the touch-screen infotainment system, are easy to use. Note that visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy, and passengers benefit from a flat floor. Standard safety features include FCW and AEB with pedestrian detection. BSW and rear cross traffic warning are standard on all except the base trim.



\$24,090-\$35,250
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **78** MPG **23**

Kia Seltos

63
OVERALL SCORE

The Kia Seltos is new for 2021, slots below the Sportage, and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The uplevel 1.6-liter turbocharged four-cylinder engine suffers from nonlinear acceleration. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. Active safety features such as FCW, AEB, and BSW are standard on all except the base LX trim.



\$21,990-\$27,890
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **72** MPG **28**

Kia Stinger

68
OVERALL SCORE

Kia, a brand better known for practical transportation and value, branched into sports sedan territory with the Stinger, a low-slung, four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the downside, the ride is stiff and a bit unsettled. Two engines are offered: a standard 255-hp, 2.0-liter turbo four-cylinder and a punchy 365-hp, 3.3-liter turbo V6. The hatchback and folding rear seats create a practical cargo space, but the car sits low, which makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it a long reach to the touch screen. FCW and AEB are optional. Given the Stinger's compromised visibility, it's good that BSW and rear cross traffic warning are standard.



\$33,090-\$52,590
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **75** MPG **23**

Kia Telluride

97
OVERALL SCORE

Kia's Telluride three-row midsize SUV offers seating for up to eight people and is one of the best in the category, competing against the Chevrolet Traverse, Honda Pilot, and Subaru Ascent. It shares its platform and many components with the Hyundai Palisade, including its slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic transmission. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with a single touch. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$31,990-\$44,090
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **97** MPG **21**

Land Rover Range Rover

49
OVERALL SCORE

Owners of any ultraluxury sedan will feel right at home in the stately Range Rover. The inline six-cylinder gasoline engine and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall in our tests with the previous supercharged V6 engine. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, and the ride height can be lowered for easier cabin access. Interior furnishings and seats are first-rate, but the dual-touch-screen infotainment system responds slowly to inputs. A 254-hp turbodiesel V6 provides ample power. A plug-in hybrid with 31 miles of electric range is also available. FCW and city-speed AEB are standard.



\$92,000-\$211,000
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **78** MPG **17**

Land Rover Defender

45
OVERALL SCORE

The new Defender SUV evokes the original classic but in a modern form. It comes with a choice of four- or six-cylinder turbocharged engine, two- or four-door body style, and a number of seating configurations from five to seven passengers. A comprehensive list of off-road-ready features includes selectable modes to help traverse a variety of terrains. With the six-cylinder, acceleration is plentiful. The ride is steady but rather firm, and handling is a bit ponderous. The seats are very comfortable, and the interior ambience evokes a safari expedition. The new infotainment system is rather slow and distracting to use. At least it's compatible with Android Auto and Apple CarPlay. FCW, AEB, BSW, and rear cross traffic warning are standard. Adaptive cruise control is optional.



\$46,100-\$83,000
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **61** MPG **18**

Land Rover Range Rover Evoque

41
OVERALL SCORE

The Evoque is more about style than function. Sure, it wears the prestigious Range Rover logo, but the SUV is frustrating on several levels. There is a pronounced initial delay when accelerating from a rolling stop, then the power comes on too abruptly. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered. The dual-screen infotainment system echoes other Land Rover models. We find it to be convoluted and rather slow to respond to commands. On the plus side, handling is quite nimble, the front seats are comfortable, and fit and finish is impressive. FCW and AEB with pedestrian detection are standard. BSW and rear cross traffic warning are standard on all except the base trim.



\$43,300-\$53,400
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **58** MPG **20**

Land Rover Discovery

45
OVERALL SCORE

The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the optional six-cylinder turbo engine produces plenty of power and the eight-speed automatic transmission shifts smoothly. A 2.0-liter turbo four-cylinder is the standard engine. Though the optional air suspension makes the ride steady, the Discovery is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. A mild freshening for 2021 brought an updated infotainment system, more standard equipment, and a supposedly improved second-row seat. BSW and rear cross traffic warning are standard.



\$53,900-\$68,900
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **71** MPG **17**

Land Rover Range Rover Sport

49
OVERALL SCORE

Though the Sport has a plush interior, its focus is more on handling prowess and less on ride comfort and off-road ability. But low-range gearing is optional. An energetic inline six-cylinder engine is standard, with supercharged V8 and V6 diesel engines also available. All use a smooth and responsive eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy, and the exhaust sound might be over the top for some individuals. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. The plug-in hybrid version has 31 miles of electric range. FCW and city-speed AEB are standard.



\$69,500-\$130,000
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **72** MPG **18**

Land Rover Discovery Sport

41
OVERALL SCORE

Land Rover's entry into the luxury compact SUV market segment struggles against its peers and even nonluxury small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Discovery Sport proved to be capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. To its credit, the SUV's rear seat is roomy. FCW and AEB with pedestrian detection are standard.



\$41,900-\$46,950
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **58** MPG **21**

Land Rover Range Rover Velar

49
OVERALL SCORE

The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover's traditional off-road prowess. With the 2021 freshening, available powertrains include two mild-hybrid 3.0-liter turbocharged six-cylinders and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of power. Handling is taut and agile, but the ride is rather stiff. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touch screens. But the bottom one, which houses the climate controls, is mounted too low to easily use. And the system requires too many extra steps to accomplish simple tasks. FCW, AEB with pedestrian detection, and BSW are standard.



\$56,900-\$76,900
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **76** MPG **21**

Lexus ES ✓

82
OVERALL SCORE

The Lexus ES is comfortable and refined, and it has a quiet demeanor. The high-quality interior is lush and well-put-together.

The V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall. We tested the ES hybrid's powertrain in the similar Toyota Avalon and got an impressive 42 mpg. The new four-cylinder ES 250 comes standard with all-wheel drive. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. However, the touchpad controller for interacting with the infotainment system is fussy and distracting. Standard active safety features include FCW and AEB with pedestrian detection.



\$40,000-\$50,910

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE **84** MPG **25**

Lexus LS

46
OVERALL SCORE

The current LS strays from its historic place as the embodiment of stress-free comfortable motoring by piling on complicated controls, a less cushy ride, and compromised seating. This redesigned flagship brings lots of tech and less conservative styling. Available with rear- or all-wheel drive, the standard drivetrain is a 416-hp, 3.5-liter V6 turbo engine coupled to a 10-speed automatic transmission. But despite good measured acceleration times, the car doesn't impart a powerful impression because of some hesitation at low speeds. A hybrid is available. The wide car is too bulky to feel nimble. The optional air suspension keeps the Lexus steady, but bumps punch through more often than they should. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating; it can take several steps to perform simple tasks.



\$76,000-\$82,850

RELIABILITY ▼ SATISFACTION ▼

ROAD-TEST SCORE **72** MPG **20**

Lexus GX ✓

79
OVERALL SCORE

Although long in the tooth, the GX 460 is very quiet and quick, yet it's highly capable off-road and adept at towing a 6,500-pound load. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got an abysmal 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good seating position. There's plenty of space all around and a commanding view out. The small third-row seat folds when it's not in use, but the side-swinging tailgate can be inconvenient at times. FCW and AEB with pedestrian detection are standard.



\$53,250-\$64,515

RELIABILITY ▲ SATISFACTION ⓘ

ROAD-TEST SCORE **70** MPG **17**

Lexus LX

NA
OVERALL SCORE

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 shared with the Tundra pickup. This engine got only 14 mpg overall in the Land Cruiser we tested. The LX has a comfortable ride and a quiet, lavish, and well-assembled cabin. Handling is lackluster but ultimately secure, and the LX is very capable off-road. Like the Land Cruiser, the LX has an off-road crawl mode that manages throttle and braking over rough terrain. The height-adjustable suspension further enables the LX to traverse off-road. Unfortunately, the power-folding third-row seat folds up to the sides, limiting cargo space. A five-passenger version is also available. FCW, AEB, BSW, and rear cross traffic warning are standard.



\$86,730-\$91,730

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE **NA** MPG **NA**

Lexus IS ✓

70
OVERALL SCORE

The redesigned Lexus IS brings a mild update that doesn't stray much from the previous model. Rear-wheel-drive versions are paired with a turbocharged four-cylinder engine, and the all-wheel-drive versions have a V6. Handling is fairly nimble but not all that sporty. The interior remains very snug and, in AWD versions, still suffers from a protrusion into the driver's legroom. The infotainment system still relies on a distracting touchpad, but now the screen is touch-enabled. A complete roster of standard active safety features includes FCW, AEB with pedestrian and daytime bicycle detection, BSW, and rear cross traffic warning.



\$39,000-\$44,900

RELIABILITY ⓘ SATISFACTION ⓘ

ROAD-TEST SCORE **69** MPG **22**

Lexus NX ✓

80
82
OVERALL SCORE

The NX is a pleasant compact luxury SUV. Handling is responsive, and the ride is firm. The cabin is quiet. The NX 300's 2.0-liter turbo four-cylinder provides ample acceleration and delivers 24 mpg overall. The NX 300h hybrid gets an impressive 29 mpg overall, but it feels underpowered and tends to be noisy during acceleration or hill-climbing. Snazzy details lend the interior a high-tech appeal and anime style, but the cockpit is snug. Elbow room is a bit tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad that's used to interact with the infotainment screen is frustrating and distracting to operate. FCW, AEB, BSW, and rear cross traffic warning are standard.



\$37,610-\$46,910

RELIABILITY ▲ SATISFACTION ▼

ROAD-TEST SCORE **71-74** MPG **24-29**

Lexus LC

NA
OVERALL SCORE

The Lexus LC 500, available in coupe and new-for-2021 convertible body styles, is the luxury brand's halo car. The 5.0-liter V8 engine generates 471 hp, and it feels muscular and sounds melodious. Power is sent to the rear wheels through a 10-speed automatic transmission. A 3.5-liter V6 hybrid version is also available, and it has several driving modes that range from a docile electric drive to a more spirited demeanor. Handling is agile, and the ride isn't too taxing. Interior quality is top-notch. The controls are very unintuitive, including the concealed opening and closing controls for the convertible soft top, but at least operating the roof can be done on the go, up to about 30 mph. The token rear seat is good for purse or poodle. FCW, AEB, and BSW are standard.



\$93,050-\$101,100

RELIABILITY ⓘ SATISFACTION ▲

ROAD-TEST SCORE **NA** MPG **NA**

Lexus RC

NA
OVERALL SCORE

The RC is a coupe version of the IS sedan. It uses a 2.0-liter turbo four-cylinder or a 3.5-liter V6 engine coupled to an eight-speed automatic. Ordinarily, it's a rear-drive car, but an all-wheel-drive version is available with a six-speed automatic. High-performance RC F versions come with a 5.0-liter V8. That prodigious output is routed to the rear wheels, and it makes the RC F super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. There is a symbolic rear seat that can accommodate two small passengers. Controls are frustrating because of a fussy touchpad that is used to interact with the infotainment screen. FCW, AEB, BSW, and rear cross traffic warning are standard.



\$42,220-\$97,200

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE **NA** MPG **NA**

Lexus RX ✓

80
83
OVERALL SCORE

The RX got a freshening for 2020 that brought suspension tweaks and improvements to the infotainment system. It now has Android Auto and Apple CarPlay compatibility. The awkward mouse controller is replaced with an awkward touchpad, but thankfully the SUV also gained a touch screen. The 3.5-liter V6 delivers a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall in our tests. Ride comfort is plush, whether buyers get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. Inside, the RX is very quiet and well-finished. The three-row L version has more cargo space and a very tight third-row seat. For 2021, BSW and rear cross traffic warning are standard.



\$45,170-\$57,210
RELIABILITY ↑ SATISFACTION ↑
ROAD-TEST SCORE **77-80** MPG **22-29**

Lincoln Nautilus

50
OVERALL SCORE

The Nautilus is available with either a powerful 2.7-liter V6 turbo or a 2.0-liter four-cylinder turbo. An eight-speed automatic is standard. We found that the more powerful engine delivers effortless acceleration. The SUV has a comfortable ride, a quiet cabin, and agile handling. The swanky cabin has been updated for 2021 with a larger 13.2-inch screen and the latest Sync 4 infotainment system. The only knock against this SUV is its unintuitive, fussy push-button gear selector. The unimpressive fuel economy of 18 mpg overall that we measured in the MKX should improve slightly, thanks to the new transmission. Lincoln has added several active safety features, including an evasive steer assist that allows the SUV to steer around a vehicle stopped in front if the system determines that a collision can't be avoided by braking alone.



\$41,940-\$65,090
RELIABILITY ↓ SATISFACTION ↑
ROAD-TEST SCORE **84** MPG **18**

Lexus UX ✓

81
OVERALL SCORE

Lexus' entry-level luxury SUV is the brand's smallest model. It has standard front-wheel drive, and all-wheel drive comes only on the hybrid version. The hybrid got an excellent 37 mpg overall in our tests, but its engine is very whiny when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited all around, and the interior is tight, particularly the rear seat. The interior is not as fancy as it is in other Lexus models, yet it has many of the brand's fussy controls. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard.



\$32,900-\$39,800
RELIABILITY ↑ SATISFACTION ↑
ROAD-TEST SCORE **71** MPG **37**

Lincoln Navigator

64
OVERALL SCORE

The Navigator ups the ante over its Ford Expedition sibling, with more luxury and showmanship. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large body-on-frame SUV. The twin-turbo V6 is paired with a 10-speed automatic transmission. Acceleration is quick and effortless, and towing capacity is 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available; both pamper rear passengers with heated seats, a variety of connectivity features, and a hospitable third row. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.



\$76,185-\$101,325
RELIABILITY ↓ SATISFACTION ↑
ROAD-TEST SCORE **65** MPG **16**

Lincoln Aviator

45
OVERALL SCORE

The Aviator is a three-row luxury SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. A plug-in hybrid is also available, but it prioritizes power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$50,190-\$88,505
RELIABILITY ↓ SATISFACTION ↑
ROAD-TEST SCORE **82** MPG **19**

Maserati Ghibli

42
OVERALL SCORE

Although it is based on a platform shared with the Chrysler 300, the Ghibli has its distinct sporty character. The Ferrari-developed V6 turbo engine is mated to a quick-shifting eight-speed automatic transmission. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing and the rear seat is cramped. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive gear selector. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches that are sourced from the Chrysler parts bins. The top-line V6 recently gained 20 hp, and a turbo V8-powered Trofeo version was added. Though BSW is standard, FCW and AEB are optional.



\$72,190-\$109,890
RELIABILITY ↓ SATISFACTION ↓
ROAD-TEST SCORE **71** MPG **19**

Lincoln Corsair

53
OVERALL SCORE

The Corsair is a pleasant compact luxury SUV. The standard 2.0-liter turbo provides plenty of motivation, so we don't think the optional 2.3-liter turbo is necessary. The Corsair rides very comfortably and is quiet inside. Handling is responsive and secure. The front seats aren't ideal because of their uneven support. The rear seat is roomy in its rearmost position. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Standard active safety features include FCW, AEB with pedestrian detection, and BSW. Note that adaptive cruise control is a separate option. A plug-in hybrid model with roughly 25 miles of electric range joins the line for 2021.



\$36,105-\$50,390
RELIABILITY ↓ SATISFACTION ↑
ROAD-TEST SCORE **82** MPG **23**

Maserati Levante

NA
OVERALL SCORE

Derived from the Ghibli and Quattroporte sedans, most versions of the Levante come with a 345-hp or 424-hp turbo V6. Each is mated to a quick-and-smooth eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and—courtesy of the standard air suspension—a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector and other controls are not intuitive to use. BSW is standard, and FCW and AEB are optional.



\$74,490-\$149,990
RELIABILITY ↓ SATISFACTION ↓
ROAD-TEST SCORE **NA** MPG **NA**

Mazda CX-3

73 OVERALL SCORE
 Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling and good fuel economy. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 2.0-liter four-cylinder engine and a six-speed automatic. It's a smooth, willing engine that isn't particularly powerful. The ride is stiff, and noise levels are high. The infotainment system includes a center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is miniscule. FCW, AEB with pedestrian detection, and BSW are standard.



\$20,640-\$22,040
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **64** MPG **28**

Mazda MX-5 Miata

87 OVERALL SCORE
 The fourth-generation Miata remains true to Mazda's original formula of a lightweight rear-wheel-drive roadster. The Miata accelerates quickly when revved yet manages 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy. For the best experience, stay with the manual transmission. Even though the optional automatic works well, it dilutes the driving experience. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unresponsive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. FCW, city-speed AEB, and BSW are standard.



\$26,580-\$34,750
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **80** MPG **34**

Mazda CX-30

75 OVERALL SCORE
 Based on the Mazda3, the new CX-30 fills the gap in price and size between the CX-3 and CX-5 SUVs. The base engine is a 2.5-liter four cylinder matched to a six-speed automatic transmission. Front-wheel drive is standard, and all-wheel drive is optional. In everyday driving, acceleration feels tepid; wringing out more power requires a heavy foot on the accelerator. Fuel economy of 28 mpg overall is respectable. An optional 2.5-liter turbo engine, which comes with standard all-wheel drive, is new for 2021. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility. FCW and AEB are standard.



\$21,900-\$33,900
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **64** MPG **27**

Mazda3

75 OVERALL SCORE
 The Mazda3 is offered in sedan and hatchback forms. In our tests the 2.5-liter four-cylinder engine and six-speed automatic transmission worked well together. The base engine is a 2.0-liter, and the new uplevel engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. The interior is nicely furnished and features a new infotainment system that drivers interact with exclusively through a rotary knob. However, we found the system to be fussy and distracting to use. Handling is still nimble, but it's less sporty than in past generations. The ride is firm but steady, and it absorbs impacts well, though the turbo version has a stiffer ride. The cabin is relatively quiet and nicely finished, but the rear seat is snug. FCW and AEB are standard, and BSW is optional.



\$20,500-\$33,750
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **75** MPG **30**

Mazda CX-5

83 OVERALL SCORE
 The CX-5 is one of the best small SUVs. The 2.5-liter four-cylinder engine and six-speed automatic transmission make for a responsive and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in this class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces, some detailed stitching, and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system, and the new system for 2021 is even more complex. Rear and side visibility are a bit compromised. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard. The top Signature trim is available with a more powerful turbocharged engine.



\$25,270-\$37,405
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **78** MPG **24**

Mazda6

83 OVERALL SCORE
 Sporty and stylish, the Mazda6 is an enjoyable car to drive, although it's a bit on the snug side compared with its peers. The standard 2.5-liter four-cylinder is responsive and delivered 28 mpg overall in our tests. The uplevel turbocharged engine makes the 6 quieter and much quicker. We found the 6 to be agile and capable in the corners, with sharp steering and composed suspension. The ride is pliant and controlled, effectively absorbing bumps. The cabin is quiet and nicely furnished, but the low stance and relatively tight quarters are notable. A center display screen that is operated via a central knob on the console takes practice to master. Android Auto and Apple CarPlay compatibility are standard. FCW, AEB with pedestrian detection, and BSW are also standard.



\$24,325-\$35,750
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **79** MPG **28**

Mazda CX-9

80 OVERALL SCORE
 This stylish, three-row SUV is quite engaging to drive, thanks to its nimble handling that makes it feel like a smaller vehicle. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got 22 mpg overall. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on the Signature trim, and the seats are comfortable. The second-row seating is generous, and high-end versions have individual captains' chairs instead of a bench. The third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master, and the new system for 2021 is even more complex. Fortunately, Android Auto and Apple CarPlay compatibility is standard. FCW, AEB with pedestrian detection, and BSW are standard.



\$33,960-\$46,605
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **79** MPG **22**

Mercedes-Benz A-Class

55 OVERALL SCORE
 The A-Class compact sedan is Mercedes' least expensive entry. It comes with either front- or all-wheel drive and is powered by a 188-hp, 2.0-liter turbocharged four-cylinder engine that's mated to a seven-speed dual-clutch automatic transmission. This combo is noticeably hesitant off the line, but once underway it delivers good power for most situations. Handling is nimble, but the ride is too stiff. The front seats are comfortable, but the rear seat is tight. Fit and finish throughout the cabin is very good. The A-Class has Mercedes' latest infotainment system, which features multiple ways for drivers to interact with it. However, it's very distracting to use, and it's too easy to accidentally brush the small, touch-sensitive buttons on the steering wheel, as well as the overly sensitive touchpad on the center console. FCW, AEB with pedestrian detection, and BSW are standard.



\$33,650-\$45,850
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **64** MPG **27**

Mercedes-Benz C-Class

83 OVERALL SCORE

This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder engine, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, buyers will find comfortable, supportive seats, and an upscale and snazzy cabin with a high-quality feel. The rear seat is relatively roomy for the class. However, the complex infotainment system can be very frustrating to use. FCW, AEB with pedestrian detection, and BSW are standard. Recent changes include a larger 10.25-inch screen for the infotainment system. The C63 AMG version is a high-powered, track-ready performance sedan.



\$41,600-\$85,600

RELIABILITY SATISFACTION

ROAD-TEST SCORE **85** MPG **26**

Mercedes-Benz GLA

60 OVERALL SCORE

The GLA is redesigned for 2021 and is markedly better than the cramped, stiff-riding original. Power comes from the same 221-hp turbocharged four-cylinder engine as its GLB sibling, mated to an eight-speed dual-clutch automatic. It's a quick car despite some initial hesitation from a rolling stop. Front-wheel drive is standard; all-wheel drive is optional. Fuel economy is commendable. The roofline is more sleek compared with the GLB, but visibility to the rear and sides suffers as a result. The solid, substantial GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive and, as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting. FCW, AEB with pedestrian detection, and BSW are standard.



\$36,230-\$54,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE **74** MPG **27**

Mercedes-Benz CLA

56 OVERALL SCORE

The Mercedes-Benz CLA fits above the A-Class and below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the A-Class, but it uses a more powerful 221-hp version of the same 2.0-liter four-cylinder turbocharged engine. Like the A220, it has a dual-clutch seven-speed automatic transmission. Acceleration feels a bit hesitant in around-town driving, but the engine's decent power is delivered more smoothly at higher speeds. Although handling is nimble, the ride is overly stiff. The interior is nicely finished and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found Mercedes' most recent MBUX infotainment system to be quite tricky to use. FCW, AEB with pedestrian detection, and BSW are standard.



\$37,850-\$55,350

RELIABILITY SATISFACTION

ROAD-TEST SCORE **65** MPG **27**

Mercedes-Benz GLB

64 OVERALL SCORE

The new Mercedes-Benz GLB compact SUV slots between the GLA and the GLC. The GLB is boxier than those SUVs, with a square, upright stance that aids in visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder powertrain is more responsive than it is in its A-Class and CLA platform mates. It posts a respectable 26 mpg overall in our tests. The GLB feels light on its feet and responsive in corners. The ride is firm but steady and controlled. The cabin is well-finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive. FCW, AEB with pedestrian detection, and BSW are standard.



\$38,050-\$49,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE **81** MPG **26**

Mercedes-Benz CLS

NA OVERALL SCORE

Mercedes-Benz pioneered the modern four-door-coupe segment with the original CLS almost 15 years ago. The CLS continues to rely on the same recipe: a sleek, low-slung sports sedan with some compromised visibility and cabin access in the name of style. Fit and finish is excellent, but the controls are complicated. The CLS seats five people. The base engine is a 362-hp, turbocharged six-cylinder engine, marking Mercedes-Benz's return to an inline six-cylinder configuration. FCW, AEB, and BSW are standard. Buyers will have to pay for an optional package to get active steering and adaptive cruise control.



\$70,300-\$81,550

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Mercedes-Benz GLC

75 OVERALL SCORE

The Mercedes-Benz GLC is a capable and pleasant luxury compact SUV, but the control layout and infotainment system are not intuitive to use. The base engine is a 255-hp turbocharged four-cylinder mated to a nine-speed automatic transmission that supplies ample motivation. Driving the GLC is quite enjoyable, thanks to its comfortable ride and athletic handling. The tastefully appointed cabin is very quiet and richly furnished with wood and chrome touches. The front seats are super-comfortable and supportive. The rear seat is a bit snug. A plug-in hybrid and high-performance AMG versions are also available, as is a coupelike version with reduced visibility and cargo room. FCW, AEB with pedestrian detection, and BSW are standard.



\$43,200-\$84,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE **79** MPG **22**

Mercedes-Benz E-Class

74 OVERALL SCORE

The E-Class is quite nimble, making it fun to drive. However, its ride comfort, interior room, and controls are less impressive. The 2.0-liter turbo four-cylinder engine and nine-speed automatic returned a very good 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother some impacts. The infotainment system requires too many steps for common tasks, which can be distracting. When using steering-wheel controls, it's easy to end up changing a display or an audio selection. The seats are super-comfortable, and there is an optional massage feature. Fit and finish is meticulous. FCW and AEB are standard. A mild refresh arrived for 2021.



\$54,250-\$112,450

RELIABILITY SATISFACTION

ROAD-TEST SCORE **85** MPG **24**

Mercedes-Benz GLE

43 OVERALL SCORE

The new GLE is very quiet and impeccably finished inside, and has excellent seats. The uplevel GLE 450 has a powerful 3.0-liter turbo six-cylinder engine that returned 20 mpg overall in our tests. The standard engine is a 255-hp, 2.0-liter turbocharged four-cylinder. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has one large panel that contains the instrument panel and center screens. Audio, phone, navigation, and some comfort settings can be changed through the touch screen, the touchpad, or the touch-sensitive controls on the steering wheel. We found the system to be complex and extremely distracting to use, even with the ability to use voice commands. FCW and AEB are standard. The GLE 63 S gets a 603-hp, 4.0-liter V8 turbo engine for 2021.



\$54,750-\$116,000

RELIABILITY SATISFACTION

ROAD-TEST SCORE **80** MPG **20**

Mercedes-Benz GLS

46
OVERALL SCORE

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter six-cylinder turbo provides plenty of smooth and effortless power. An even more powerful turbocharged V8 is available. The ride is composed, and handling is responsive for such a luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is overly distracting because many common tasks require a few steps. When using steering-wheel controls, it's easy to end up changing a display or an audio selection. Standard active safety features include FCW, AEB, BSW, and rear cross traffic warning.



\$76,000-\$160,500

RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **86** MPG **20**

Mini Cooper Countryman

72
OVERALL SCORE

The SUV-like Countryman offers a rather rough 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. A seven-speed dual clutch automatic recently replaced the conventional automatic. The roomy Countryman features a surprisingly comfortable back seat. The Countryman's agile handling makes it fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well-finished, and the seats are supportive. The BMW-sourced iDrive system has a learning curve but ultimately proves to be logical. FCW and AEB with pedestrian detection are standard, but BSW isn't available at all.



\$29,100-\$41,500

RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **82** MPG **25**

Mercedes-Benz S-Class

NA
OVERALL SCORE

The redesigned flagship sedan pushes the technical boundaries for comfort, performance, connectivity, and safety. The standard engine is a 3.0-liter inline-six, and the uplevel choice is a 4.0-liter V8, both turbocharged. Each is teamed with a nine-speed automatic transmission and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering can turn the wheels in the direction of travel to aid handling and in the opposite direction to aid parking. The new infotainment system has more computing power and enables more natural language capabilities. The S-Class has a number of safety innovations, such as the ability to raise the ride height to better protect passengers during a side impact.



\$140,000-\$185,400

RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Mitsubishi Eclipse Cross

53
OVERALL SCORE

The coupelike Eclipse Cross receives a freshening for 2022, but that doesn't change this ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Power comes from a lackluster 1.5-liter turbo four-cylinder engine mated to a continuously variable transmission. The Eclipse Cross moves decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. Front- and all-wheel drive are available. Fortunately, the touchpad previously used to interact with the infotainment system has been removed, and volume and tune knobs have been added next to the touch screen. The driver's seat is short on support. However, it's easy to get into and out of the cabin, and the rear-seat room is generous. FCW and AEB with pedestrian detection are standard on the 2022 model.



\$22,995-\$28,745

RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **57** MPG **24**

Mini Cooper

59
OVERALL SCORE

The Mini hardtop is sporty, quirky, and full of character, whether shoppers opt for the classic two-door or the more practical four-door version. The Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. The non-S has a three-cylinder engine that does the job but isn't pleasant-sounding. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is tiny. The high-performance John Cooper Works version bumps the power to 301 hp and gets firmer suspension. There's a wagonlike Clubman with small barn-style rear doors. FCW and AEB with pedestrian detection are standard, but BSW is not available. An all-electric version with a 110-mile estimated range is new.



\$19,750-\$44,900

RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **80** MPG **30**

Mitsubishi Mirage

32
OVERALL SCORE

Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction, minor updates, including a 2021 freshening, brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the same price, many much better used cars are available. FCW and city-speed AEB with pedestrian detection are standard.



\$14,295-\$18,195

RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **29** MPG **37**

Mini Cooper Clubman

NA
OVERALL SCORE

The Clubman is a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. The four-cylinder turbo engine is punchy and sounds sporty. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's back seat is habitable. Controls take some getting used to but ultimately prove to be logical. The rear view is compromised by the two rear barn doors. With typical options, the Clubman's price ascends quickly toward the \$40,000 mark. All-wheel drive is available. FCW and AEB with pedestrian detection are standard, but BSW is conspicuously absent.



\$29,900-\$39,500

RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Mitsubishi Outlander

53
OVERALL SCORE

Outdated and outclassed, the Outlander struggles to compete. Its high point is a tiny third-row seat that's standard on most versions. Though absorbent, the Outlander's ride feels too buoyant and not tied-down, despite Mitsubishi's recent improvement efforts. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 2.4-liter four-cylinder is mated to a continuously variable transmission that amplifies the engine's howl when drivers ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, and its 24 mpg overall is lackluster. Top-tier GT trims get a 3.0-liter V6 and six-speed automatic. The plug-in hybrid can do a claimed 22 miles on electric power before switching to hybrid mode. A redesign is around the corner.



\$24,895-\$41,695

RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **59** MPG **24**

Mitsubishi Outlander Sport

NA

OVERALL SCORE

This shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive Outlander Sports are priced like many larger, more capable SUVs. Apple CarPlay and Android Auto compatibility are standard. Updates for 2021 include standard FCW and city-speed AEB with pedestrian detection.



\$20,995-\$26,995

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Nissan Kicks

64

OVERALL SCORE

Nissan gives its smallest subcompact crossover a freshening for 2021. The Kicks is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the better versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a continuously variable transmission, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Handling is mundane, and the ride is rather choppy. Interior room is generous for the class, and the controls are easy to use. The infotainment system has been updated to include standard Android Auto and Apple CarPlay compatibility. FCW, AEB with pedestrian detection, and BSW are standard.



\$18,870-\$21,120

RELIABILITY SATISFACTION
ROAD-TEST SCORE 64 MPG 32

Nissan Altima

79

OVERALL SCORE

The Altima is a rather unremarkable midsize sedan. That said, it's a competitive car that gets the job done. It delivers on room, fuel economy, and user-friendliness. But the driving experience is bland, falling short on handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. All-wheel drive is available. There's also a more powerful 2.0-liter turbo engine. The car is relatively quiet. The cabin is roomy, and the rear seat is very generous. But the Altima's low ride height can make it a little challenging to get in and out. Controls are very easy to use, and Android Auto and Apple CarPlay are compatible. Standard active safety features include FCW and AEB.



\$24,300-\$34,100

RELIABILITY SATISFACTION
ROAD-TEST SCORE 81 MPG 31

Nissan Leaf

72

OVERALL SCORE

The standard Leaf EV has a 40-kilowatt-hour battery that delivered a range of 150 miles in our tests. The Plus version gets a 62-kWh battery, which gives the Leaf an EPA-estimated range of 226 miles. It also gets a more powerful motor that makes the Leaf Plus a second quicker from 0 to 60 mph than the 40-kWh Leaf. It takes 8 hours to charge the standard Leaf on a 240-volt connector and 10.5 hours to charge the 62-kWh Plus. The Leaf's ride is a bit tender, which makes it feel soft until it hits a bump hard. Handling is mundane but secure. The driving position is uncomfortable because the steering wheel doesn't telescope for reach. The optional ProPilot Assist can keep the car in its lane and adjust its speed according to traffic. FCW, AEB with pedestrian detection, and BSW are standard.



\$31,620-\$43,920

RELIABILITY SATISFACTION
ROAD-TEST SCORE 73 MPGe 104

Nissan Armada

55

OVERALL SCORE

This less expensive version of the Infiniti QX80 is freshened for 2021. It still uses a robust 5.6-liter V8, but it now makes 400 hp. In our tests we got a paltry 14 mpg overall. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in the Platinum trim. The infotainment system has been updated, but some other controls feel old, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power fold and unfold. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard.



\$47,100-\$63,530

RELIABILITY SATISFACTION
ROAD-TEST SCORE 69 MPG 14

Nissan Maxima

81

OVERALL SCORE

The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan in this class. The Maxima has a plush interior and a number of high-tech safety and connectivity features, and it uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available. FCW, AEB with pedestrian detection, and BSW are standard.



\$36,990-\$42,220

RELIABILITY SATISFACTION
ROAD-TEST SCORE 81 MPG 25

Nissan Frontier

NA

OVERALL SCORE

The Frontier got a new 310-hp, 3.8-liter V6 paired with a nine-speed automatic last year, the final model before a total redesign. This combination promises better fuel economy and more power than the old 4.0-liter V6. Last redesigned in 2005, this compact pickup is a dated design that lacks polish. In our tests we found the Frontier to be quick and relatively nimble, but it has a very stiff ride. The previous V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. The Frontier earned a Marginal score in both of the IIHS small-overlap front crash tests. Important active safety features are unavailable.



\$26,790-\$37,490

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Nissan Murano

79

OVERALL SCORE

Nissan's midsize SUV uses a punchy, refined 3.5-liter V6 paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility are hindered, however. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. For 2021, Nissan's Safety Shield 360 becomes standard, and includes FCW, AEB with pedestrian detection, BSW, rear cross traffic warning, and rear automatic braking.



\$32,510-\$45,610

RELIABILITY SATISFACTION
ROAD-TEST SCORE 77 MPG 21

Nissan Pathfinder

54
OVERALL SCORE

The midsize Pathfinder has seating for up to seven, but the second-row seat is very low and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. We found the ride to be comfortable enough, but handling lacks agility. The quiet cabin is spacious, and the controls are fairly easy to master. The passenger-side rear seat can be moved forward with a child seat installed. Towing capacity is 6,000 pounds. FCW and AEB are standard, and BSW and rear cross traffic warning are optional. A new feature reminds parents to check for children in the rear seats before exiting the vehicle. A redesigned Pathfinder will debut for the 2022 model year.



\$31,980-\$44,910
RELIABILITY SATISFACTION
ROAD-TEST SCORE **72** MPG **18**

Nissan Titan

55
OVERALL SCORE

The regular Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup's. The light-duty Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in goose-neck trailer hitch for extra-heavy trailers. Recent updates include a nine-speed automatic, new interior and exterior styling, and an available 9-inch touch-screen infotainment system. Standard active safety features include FCW, AEB, BSW, and rear cross traffic warning.



\$36,550-\$59,280
RELIABILITY SATISFACTION
ROAD-TEST SCORE **70** MPG **16**

Nissan Rogue

NA
OVERALL SCORE

The redesigned Rogue is a major upgrade over its predecessor. It is powered by a 181-hp, 2.5-liter four-cylinder engine that's teamed with a continuously variable transmission, providing unobtrusive but unexciting motivation. Fuel economy of 25 mpg overall is a bit behind the curve. Interior space and quality of materials have improved, but the third-seat option is gone. The new Rogue feels solid and substantial, with a firm yet composed ride and nimble handling. Controls are easy to use, but the electronic gear selector may take some getting used to. A new Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$25,650-\$36,830
RELIABILITY SATISFACTION
ROAD-TEST SCORE **NA** MPG **NA**

Nissan Versa

62
OVERALL SCORE

Although it's more stylish after a 2020 redesign, the Nissan Versa continues to be a basic, inexpensive subcompact. Available as a sedan only, we found it to be easy to drive and user-friendly. Unlike most of its competitors, it comes with important standard active safety features, such as AEB. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of midsize sedans can match or better that. The driver's seat is short on support, and unlike previous Versas, the rear seat is tight. A more substantial used car can be had at the same price, but those who buy the Versa should get the SV for its BSW and Android Auto and Apple CarPlay compatibility.



\$14,930-\$18,340
RELIABILITY SATISFACTION
ROAD-TEST SCORE **61** MPG **32**

Nissan Rogue Sport

59
OVERALL SCORE

Measuring a foot shorter than the familiar Rogue, the Rogue Sport is a less expensive, more compact SUV. All trims use the same 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests, we got 26 mpg overall, which doesn't stand out in the class. The powertrain is pleasant though not particularly powerful. The Sport handles responsively and has a comfortable ride for a subcompact SUV, with cabin noise kept to reasonable levels. We like the easy-to-use controls and infotainment system. In addition, the Sport offers a 360-degree-view camera, which is helpful for negotiating tight parking spaces. FCW, AEB, and BSW are standard.



\$23,240-\$29,800
RELIABILITY SATISFACTION
ROAD-TEST SCORE **72** MPG **26**

Nissan Z

73
OVERALL SCORE

Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. A higher-performance Nismo version is also available. A noise cancellation/enhancement system helps to quiet some of the interior racket. A redesigned Z will be available for the 2022 model year. The Z doesn't offer any active safety features.



\$30,090-\$47,190
RELIABILITY SATISFACTION
ROAD-TEST SCORE **81** MPG **23**

Nissan Sentra

77
OVERALL SCORE

The redesigned Sentra is a complete transformation. It shed its dowdy look and overall driving mediocrity to become one of the best sedans in its class. The engine and transmission are a pleasant combination that provide unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power seat, leather upholstery, and heated seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use. All trims have Android Auto and Apple CarPlay capabilities. Nissan's Safety Shield 360 is standard and includes FCW, AEB with pedestrian detection, and BSW.



\$19,410-\$21,750
RELIABILITY SATISFACTION
ROAD-TEST SCORE **81** MPG **32**

Polestar 2

NA
OVERALL SCORE

The Polestar 2 is a tall hatchback from Volvo's electric-vehicle sub-brand and is based on the XC40 SUV. This is Volvo's first pure EV, and it has front and rear motors, which give it all-wheel-drive capability. Its 78-kilowatt-hour battery promises an EPA-rated range of 233 miles. Volvo claims the Polestar 2 will accelerate from 0 to 60 mph in about 5 seconds. The uncluttered, modern cabin has a look and layout reminiscent of current Volvo models, down to the large touch screen that seems to float off the dashboard. The infotainment system was developed by Google. The Polestar 2 starts at \$59,900, before the federal tax credit is figured in. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning,



\$59,900
RELIABILITY SATISFACTION
ROAD-TEST SCORE **NA** MPGe **NA**

Porsche 718 Boxster

83
OVERALL SCORE

This well-honed thoroughbred of a sports car is a delight to drive. The available seven-speed, dual-clutch automatic impersonates a manually shifted gearbox quite well. A manual transmission is also available. Both the 2.0- and 2.5-liter turbo engines deliver readily available power. Handling is superlative, with impressive grip and balance, which makes the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds and can be done even on the move, up to 43 mph. The front trunk is a bonus. A 718 Spyder version is powered by a 414-hp, 4.0-liter six-cylinder, along with sportier suspension tuning. FCW is optional.



\$62,000-\$88,900

RELIABILITY SATISFACTION

ROAD-TEST SCORE **95** MPG **26**

Porsche Macan

76
OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Both 3.0-liter turbocharged V6 and 2.0-liter turbo four-cylinder engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, fit and finish, and attention to detail are first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. GTS and Turbo versions get a 2.9-liter twin-turbo V6 engine making 375 and 434 hp, respectively. Note that FCW, AEB, and BSW are optional.



\$52,100-\$84,600

RELIABILITY SATISFACTION

ROAD-TEST SCORE **84** MPG **19**

Porsche 718 Cayman

NA
OVERALL SCORE

The 718 Cayman is essentially a 718 Boxster with a fixed roof. The base and S versions of the Cayman are offered with a choice of a six-speed manual or a seven-speed, dual-clutch automatic transmission. Both of the four-cylinder turbocharged engines are responsive and energetic. Handling remains superb, with immediate response from the communicative steering and almost no body lean, making the Porsche fun to drive. The very firm ride is not unduly punishing for a sports car, but it's not ideal for a long trip. The front trunk and hatchback provide a surprising amount of storage space. The GT4 model is powered by a 414-hp, 4.0-liter six-cylinder and features firmer suspension tuning. FCW is optional.



\$59,900-\$100,200

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Porsche Panamera

NA
OVERALL SCORE

The second-generation Panamera keeps the sporty Porsche driving experience of the original car. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged V6 and V8 engines provide plenty of motivation. Three hybrid powertrains with varying degrees of power are offered. An optional air suspension and active safety features are also available. The Panamera delivers performance and agility along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The interior features a large touch screen that's used to interact with the audio, phone, and navigation functions. The electronic gear selector is confusing to use, and the piano-black buttons that surround it create a visual and sensory overload.



\$87,200-\$198,100

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Porsche 911

NA
OVERALL SCORE

The 911's unmistakable silhouette and rear-engine layout remain after a 2020 redesign. Rear- and all-wheel drive are available. A 379-hp, 3.0-liter turbocharged six-cylinder engine and eight-speed dual-clutch automatic transmission are standard. Porsche purists will rejoice at the fact that the new 911 still offers a seven-speed manual transmission, but only in the Carrera S. We found the 911's sharp handling to be a treat, and the power and exhaust sound are invigorating. Ride comfort is quite refined for a sports car, and the seats are super-comfortable. A tiny rear seat and a front trunk offer a touch of practicality. Infotainment updates include a 10.9-inch touch screen with Apple CarPlay compatibility. Standard active safety features include FCW and AEB.



\$99,200-\$216,300

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Porsche Taycan

63
OVERALL SCORE

Porsche's all-electric sedan has the power, performance, and high-tech vibe to rival a Tesla. The low-slung four-door Taycan is quick, agile, and very enjoyable to drive, and it rides comfortably. The 4S version's EPA-rated range is 227 miles. Charging time is long on a 240-volt connector, taking 11 hours for the larger 93-kilowatt-hour battery. Public charging isn't as seamless as it is with a Tesla, however. The front seats are very comfortable; the rear is a bit tight. Visibility to the rear and sides is hindered by the sloping roof and bulging fenders. There's a decently sized rear trunk and a small one up front. The touch-screen-based controls are complicated and remain unintuitive even after repeated use, and the EV-related displays aren't as prominent as in a Tesla. Interior ambience is less impressive than it is in other Porsche models. FCW and AEB are standard.



\$79,900-\$185,000

RELIABILITY SATISFACTION

ROAD-TEST SCORE **86** MPGe **77**

Porsche Cayenne

81
OVERALL SCORE

The Cayenne luxury SUV drives almost like a sports car. Few SUVs can match it when it comes to handling agility. It can be driven with gusto on winding roads. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable, however. The seats are very comfortable and supportive. AEB is standard; BSW and a surround-view camera system are optional. A coupe body style and two hybrids, including the Turbo S E-Hybrid model, which pairs a 4.0-liter twin-turbo V8 engine and an electric motor for a total of 670 hp, are also available.



\$67,500-\$166,200

RELIABILITY SATISFACTION

ROAD-TEST SCORE **87** MPG **21**

Ram 1500

63
OVERALL SCORE

The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly because of its rear coil-spring suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option ensures seamless stop/start at idle. We got 17 mpg overall with the 5.7, and in our tests of the 3.0-liter V6 diesel we got 23 mpg overall. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. The top Limited trim is lavishly furnished and features an enormous 12-inch touch screen. Active safety features, such as FCW, AEB with pedestrian detection, and BSW, are optional. Updates for 2021 include a new TRX version, which comes with a 702-hp, 6.2-liter supercharged V8.



\$32,245-\$69,995

RELIABILITY SATISFACTION

ROAD-TEST SCORE **83** MPG **17-23**

Ram 2500

NA
OVERALL SCORE

The heavy-duty Ram 2500 provides impressive hauling and towing capabilities, with a 19,780-pound towing capacity when properly equipped. Significantly, the updated Ram 2500 offers important active safety features, such as FCW, AEB, and BSW, on all versions. The standard gasoline powertrain is a 6.4-liter V8, which puts out 410 hp, teamed with an eight-speed automatic transmission. The diesel-powered version boasts a 370-hp, 6.7-liter six-cylinder mated to a six-speed automatic. It continues to offer the excellent Uconnect infotainment system, with an optional 12-inch customizable screen.



\$34,095-\$66,335

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Subaru Forester

89
OVERALL SCORE

Over its various iterations, the Subaru Forester has had a winning formula. This popular small SUV delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable automatic transmission yields 28 mpg overall, which is among the best in class. But acceleration isn't exhilarating, and the engine's noise isn't the most pleasant. The cabin is roomy, with a particularly generous rear seat and very easy access. The controls are simple to use, including the infotainment system that is compatible with Android Auto and Apple CarPlay. The standard EyeSight suite of active safety features includes FCW and AEB with pedestrian detection.



\$24,795-\$34,895

RELIABILITY SATISFACTION
ROAD-TEST SCORE 90 MPG 28

Subaru Ascent

60
OVERALL SCORE

The Ascent is a very functional, easy-to-live-with three-row SUV. Unlike most competitors, which offer a V6, the Subaru uses a turbocharged four-cylinder. This engine delivers ample power in daily driving and gets 22 mpg overall. The rather jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is extraordinary in how it mops up bumps, yet it remains steady and controlled. This is not the most agile SUV in the corners, but it proves to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captains' seats are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very user-friendly. The standard EyeSight system includes FCW and AEB with pedestrian detection. A second- and third-row seat belt reminder alert is new for 2021.



\$32,295-\$45,445

RELIABILITY SATISFACTION
ROAD-TEST SCORE 93 MPG 22

Subaru Impreza

75
OVERALL SCORE

This roomy compact is available in sedan and five-door-hatchback body styles. It has a very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter four-cylinder engine is mated to an unobtrusive continuously variable transmission. The Impreza is satisfying to drive. Steering is responsive, and the body remains sure-footed in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. Though the EyeSight system, which includes FCW and AEB with pedestrian detection, is standard with the automatic transmission, it's unavailable with the manual gearbox. BSW and rear cross traffic warning are part of an option package, but they aren't available on the base trim.



\$18,795-\$26,395

RELIABILITY SATISFACTION
ROAD-TEST SCORE 85 MPG 30

Subaru BRZ

NA
OVERALL SCORE

Adhering to the same basic formula as its predecessor, the redesigned BRZ is all about affordable, accessible driving fun. It's a four-seat coupe that's designed to be just as engaging on the track as it is on the drive to the track. A low center of gravity, a standard six-speed manual transmission, and a new 2.4-liter, 228-hp naturally aspirated four-cylinder engine contribute to the BRZ's ethos of balance over speed. A standard touch screen with Android Auto and Apple CarPlay compatibility, a usable trunk, and a tiny rear seat add a dash of practicality to a sporty car. In addition to the new engine, other changes for 2022 include updated exterior styling, a digital gauge cluster, and suspension and chassis tweaks. Subaru's EyeSight suite of active safety features is available.



\$28,845-\$31,495

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Subaru Legacy

84
OVERALL SCORE

The Legacy provides a super-comfortable ride that outshines that of some luxury cars. Handling is responsive but not sporty. This AWD sedan is fitted with a choice of two four-cylinder engines: a 182-hp 2.5-liter and a 260-hp turbocharged 2.4-liter. The standard engine is adequate but makes an unpleasant roar when pushed. It provides a decent 28 mpg overall. The turbo version delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. Unfortunately, the large infotainment screen requires users to wade into menus to perform some common tasks, and it can be slow to respond to inputs. Standard active safety features include FCW and AEB with pedestrian detection, but BSW and rear cross traffic warning are optional.



\$22,895-\$36,145

RELIABILITY SATISFACTION
ROAD-TEST SCORE 89 MPG 28

Subaru Crosstrek

81/84
OVERALL SCORE

The Crosstrek delivers good fuel economy and impressive ride comfort. Its handling is competent and enjoyable. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission; this combination works fine and gets 29 mpg overall, which is quite good. A more powerful 2.5-liter is available and has stronger acceleration. A plug-in hybrid with a 17-mile mostly electric range and 33 mpg when operating as a regular hybrid is also available. But such slim mileage improvement and the price premium don't make it a good value over the regular Crosstrek. The seats are short on lumbar support, but the rear seat is roomy. The infotainment system is easy to use. FCW and AEB with pedestrian detection are standard with the automatic transmission but aren't offered with the manual. BSW and is optional.



\$22,245-\$35,345

RELIABILITY SATISFACTION
ROAD-TEST SCORE 82-87 MPG 29-33

Subaru Outback

86
OVERALL SCORE

The Outback wagon has a long-running reputation as a smart alternative to an SUV, and the recently redesigned model doesn't stray from its proven formula. Although lower than a typical SUV, the Outback can easily haul long items. The base 2.5-liter four-cylinder engine does the job but can feel strained under stress. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however, and it's slow to respond to inputs. Thoughtful details, such as built-in crossbars and a dual-position cargo cover, are nice touches. All versions get standard FCW and AEB with pedestrian detection. BSW and rear cross traffic warning are optional.



\$26,795-\$39,945

RELIABILITY SATISFACTION
ROAD-TEST SCORE 91 MPG 24

Subaru WRX

58

OVERALL SCORE

With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional continuously variable transmission has eight predetermined ratios that the driver can control via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 310-hp engine. Subaru's EyeSight safety system, including FCW and AEB, is optional. Recent updates include revised suspension tuning, interior refinements, and some new features.



\$27,495-\$41,945
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **75** MPG **26**

Tesla Model Y

50

OVERALL SCORE

This electric SUV is based on the Model 3. It's quick and agile, and doesn't consume a drop of gas. It also has the same distracting control layout and a similarly stiff ride. The AWD Long Range and Performance versions have an EPA-estimated 326-mile range. Charging from almost empty takes 10 hours on a 240-volt connector, but it is quicker with Tesla's wall charger. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Both five- and seven-passenger seating configurations are available. FCW and AEB with pedestrian detection are standard. There is no proper BSW; instead, images of nearby cars are displayed on the center screen.



\$49,990-\$59,990
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **90** MPGe **121**

Tesla Model 3

78

OVERALL SCORE

The Model 3 has swift acceleration and remarkably agile handling. Though the front seats are comfortable, the ride is very stiff and choppy, and the rear seat is too low and uncomfortable. The Long Range version is rated at 353 miles of range. It takes 12 hours to charge on a 32-amp, 240-volt connector. The controls are very distracting because even simple tasks, such as adjusting the mirrors, must be performed using the large center-mounted touch screen. The Autopilot system can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. FCW and AEB with pedestrian detection are standard. There is no proper BSW; instead, images of nearby cars are displayed on the center screen. Rear-wheel-drive and performance versions sacrifice some range.



\$37,990-\$54,990
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **82** MPGe **130**

Toyota 4Runner

64

OVERALL SCORE

Tough enough for off-roading adventures, the 4Runner falls short of most modern, more refined SUVs. Its rough-sounding 4.0-liter V6 is powerful, but it's thirsty by today's standards. The ride is unsettled, and handling is clumsy. The body leans noticeably while cornering. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for more challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the simple-to-use controls, which feature big buttons and knobs, along with standard Android Auto and Apple CarPlay compatibility. A tiny third-row seat is optional, and the power-retractable rear window is handy. FCW and AEB are standard.



\$36,590-\$50,570
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **55** MPG **18**

Tesla Model S

70

OVERALL SCORE

The sleek, fully electric Model S has an estimated range of more than 400 miles, the longest of all EVs to date. Charge times are long, but the ability to use Tesla's supercharging in public places is a plus. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride—particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations in cold weather. All-wheel drive is standard, as are active safety features such as FCW and AEB with pedestrian detection. There is no proper BSW; instead, images of nearby cars are displayed on the center screen.



\$69,420-\$139,990
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **97** MPGe **102**

Toyota 86

77

OVERALL SCORE

The rear-wheel-drive 86 features a 2.0-liter four-cylinder engine teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and balanced weight distribution help give it precise handling. In corners, the car turns in promptly, but it can be challenging to control at its limits. The steering is well-weighted, and the ride is compliant for a sporty car. Braking performance is impressive, with very short stopping distances in wet and dry conditions. Inside, the cabin is relatively plain, with well-bolstered sport seats, but getting in and out requires a bit of ducking. The vestigial rear seats are best left for cargo. No active safety features are available. Android Auto and Apple CarPlay compatibility is standard. There isn't a 2021 model, but a redesigned 86 is expected for the 2022 model year.



\$27,060-\$30,590
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **78** MPG **30**

Tesla Model X

65

OVERALL SCORE

The fully electric Model X is more showy than practical. It features rear falcon wing doors that open up and out of the way, giving easy access to the second-row seats. But these massive, powered doors take their time to open and close. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if buyers opt for the two captains' chairs, which compromises utility. The X is very quick and handles nimbly in corners. However, the excessively stiff ride and pronounced wind noise are not befitting the high price. The Long Range version is rated at 360 miles. Charge times are long, but the ability to use Tesla's supercharging in some rest areas is a plus. FCW and AEB are standard.



\$79,990-\$99,990
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **83** MPGe **87**

Toyota Avalon

88

OVERALL SCORE

Toyota's flagship is roomy, rides comfortably, and has easy-to-use controls, which make it a pleasant large car. The uplevel 3.5-liter V6 engine and eight-speed automatic transmission deliver smooth and robust acceleration. The hybrid has a 2.5-liter four-cylinder that returned 42 mpg overall in our tests, which is impressive for such a large sedan. All-wheel drive can be paired with the base 2.5-liter engine on certain trims. Ride comfort is excellent; it is plusher than in most Lexus models. The cabin is quiet and lavishly furnished, particularly with the Limited trim. Handling is responsive and secure, but the car's low stance hurts ease of access. The infotainment system's touch screen is easy to use, and Android Auto and Apple CarPlay compatibility is standard. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.



\$35,875-\$43,300
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **93** MPG **42**

Toyota Camry

88/90

OVERALL SCORE

The Camry is one of the best models among midsize sedans, thanks to a comfortable ride, a quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a bit more difficult, and the rear seat is not as roomy as in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. It can also be paired with an optional all-wheel-drive system. A 3.5-liter V6 is available in front-wheel drive. Both are coupled to an eight-speed automatic transmission that isn't supersmooth. The very frugal hybrid version gets 47 mpg overall without any sacrifice in trunk space. Android Auto and Apple CarPlay compatibility are standard. FCW and AEB with pedestrian detection come standard, but BSW is optional.



\$24,970-\$35,545

RELIABILITY ▲ SATISFACTION ▲
ROAD-TEST SCORE **86-89** MPG **32-47**

Toyota Highlander

83/84

OVERALL SCORE

The redesigned fourth-generation Highlander retains its qualities of a comfortable ride and a smooth powertrain. Handling is sound and secure. Interior fit and finish is upgraded, particularly in higher-trim versions. The smooth and punchy 295-hp V6 packs a lot of reserve power and gets a competitive 22 mpg overall. The hybrid version is less powerful but gets an excellent 35 mpg overall. Both seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny. The controls are easy to use, and Android Auto and Apple CarPlay compatibility is standard. The Toyota Safety Sense 2.5 suite includes standard FCW and AEB with pedestrian detection. BSW and rear cross traffic warning are standard on all versions except the base trim.



\$34,910-\$50,415

RELIABILITY ▲ SATISFACTION ▲
ROAD-TEST SCORE **84-86** MPG **22-35**

Toyota C-HR

64

OVERALL SCORE

The C-HR is nimble when taking corners but suffers from several notable deficiencies. Unlike other subcompact SUVs, the C-HR doesn't offer all-wheel drive. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds to go from 0 to 60 mph. It does get a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles create a coupelike look but make it difficult for kids to open the doors. Although the rear seat is roomy, the small windows create a dark, cavelike cabin. FCW and AEB are standard, and BSW and rear cross traffic warning are standard on all except the base trim. Android Auto and Apple CarPlay compatibility are standard.



\$21,545-\$26,600

RELIABILITY ⚠ SATISFACTION ⚠
ROAD-TEST SCORE **64** MPG **29**

Toyota Land Cruiser

74

OVERALL SCORE

The Land Cruiser is luxurious, quick, quiet, comfortable, and refined, all while being highly capable off-road. Toyota's flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. We tested it with the old six-speed transmission, and at 14 mpg overall it proved to be thirsty for fuel. An eight-speed automatic transmission is now standard and should slightly improve that number. The big SUV rides very comfortably, and the interior is roomy and well-finished. Terrific off-road performance is helped by a crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. AEB, BSW, and rear cross traffic warning are standard. Electronic connectivity has been updated, with Toyota's Entune touch-screen audio system standard.



\$85,665-\$87,995

RELIABILITY ▲ SATISFACTION ▲
ROAD-TEST SCORE **68** MPG **14**

Toyota Corolla

77

OVERALL SCORE

The Corolla sedan is fuel-efficient, but the new styling, with its lower stance and curvier body, has compromised the rear-seat room and made it harder to get in and out. The hybrid version gets an impressive 48 mpg overall. Both the hybrid and the 1.8-liter engine provide leisurely acceleration, and the continuously variable transmission amplifies engine noise. A more powerful 169-hp, 2.0-liter four-cylinder comes on the higher trim lines and on the hatchback. Toyota improved the Corolla's handling agility without sacrificing ride quality. The controls are easy to use, and Android Auto and Apple CarPlay compatibility are standard. FCW and AEB are standard. New for 2021, BSW and rear cross traffic warning are available on all versions.



\$20,025-\$28,310

RELIABILITY ▲ SATISFACTION ▲
ROAD-TEST SCORE **68-69** MPG **33-48**

Toyota Mirai

NA

OVERALL SCORE

Redesigned for 2021, the Mirai fuel-cell vehicle became a larger, more powerful, and more luxurious five-passenger car that is based on a rear-wheel-drive Lexus platform. It's essentially an electric car that produces its power onboard without needing to be plugged in. It takes a few minutes to fill the Mirai's tanks with hydrogen, as opposed to hours of charging a typical electric car, but hydrogen stations are still scarce. The EPA's estimated range is 402 miles. The second-generation Mirai adds several safety and tech features. Its starting price is \$49,500, about \$9,000 less than the outgoing model. Buyers, or those who opt to lease, get \$15,000 of complementary hydrogen fill-ups for three years. The Mirai is currently for sale in California only.



\$49,500-\$66,000

RELIABILITY ⚠ SATISFACTION ▲
ROAD-TEST SCORE **NA** MPGe **NA**

Toyota Corolla Hatchback

67

OVERALL SCORE

The most enjoyable aspect of the Corolla hatchback is how well it tackles curvy roads, exhibiting an athletic demeanor with quick reflexes and a taut, tied-down attitude. But the ride is stiff and the car is loud, the latter mostly because of the raspy engine that usually seems like it's working too hard. However, the 36 mpg overall it achieves is impressive. The front seats hug occupants nicely inside the tight cabin, but the rear seat is super-cramped. Controls are very easy to use and connectivity is up to date with Android Auto and Apple CarPlay compatibility. FCW and AEB come standard, and updates for 2021 include greater availability of BSW and rear cross traffic warning.



\$20,565-\$24,615

RELIABILITY ⚠ SATISFACTION ⚠
ROAD-TEST SCORE **66** MPG **36**

Toyota Prius

80

OVERALL SCORE

In our tests, the Prius returned 52 mpg overall, which is phenomenal. Plus, the car handles responsively and rides comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The car can drive solely on electric power, usually up to about 25 mph, but the engine tends to moan when it kicks in. The seats have mediocre support, tire noise is noticeable, and the car's low stance makes it a challenge to get in and out. Hatchback versatility is a plus. FCW and AEB with pedestrian detection are standard. All-wheel drive is optional. Android Auto and Apple CarPlay compatibility are available on the 2021 Prius.



\$24,525-\$32,650

RELIABILITY ▲ SATISFACTION ▲
ROAD-TEST SCORE **75** MPG **52**

Toyota Prius Prime

77
OVERALL SCORE

This plug-in Prius can usually drive about 23 miles on electricity only. But the gas engine tends to start up in cold weather and when quick acceleration is needed. It takes 2 hours to charge the Prime through a 240-volt connector and 5 hours on a regular 120-volt. When not running in electric mode, the Prime operates much like the regular Prius, automatically alternating between electric and gas power, returning 50 mpg overall. The infotainment system, with its large touch screen, is unintuitive to use. The compliant ride and responsive handling are quite similar to those of the regular Prius. Unlike the previous generation, this plug-in Prius gets a three-passenger rear seat. Standard active safety features include FCW and AEB with pedestrian detection.



\$28,220-\$34,000
RELIABILITY SATISFACTION
ROAD-TEST SCORE **74** MPG/MPGe **50/133**

Toyota Sienna

77
OVERALL SCORE

The 2021 redesigned Toyota Sienna rides on an all-new platform. It comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder engine. Front-wheel drive is standard, and all-wheel drive is optional. The infotainment touch screen is easy to use, and now Android Auto and Apple CarPlay are compatible. This cavernous minivan rides comfortably. It can propel itself on electric power alone at low speeds, but when more power is needed, the engine gets noisy. Sliding side doors with hands-free opening and a thoughtful interior with seven USB ports, ample storage, and second-row sunshades make it a very family-friendly vehicle. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard. Rear seat and rear seat belt reminder systems are new.



\$34,460-\$50,460
RELIABILITY SATISFACTION
ROAD-TEST SCORE **79** MPG **36**

Toyota RAV4

69/72
OVERALL SCORE

The current RAV4's more rugged styling compromises interior space compared with the previous generation. The 2.5-liter four-cylinder is paired with an eight-speed automatic and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels energetic, with the electric drive producing immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is rather stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate-control knobs, are easy to use, and Android Auto and Apple CarPlay compatibility are standard. FCW and AEB with pedestrian detection are standard, and BSW is standard on all except the base trim.



\$26,150-\$37,180
RELIABILITY SATISFACTION
ROAD-TEST SCORE **72-76** MPG **27-37**

Toyota Supra

83
OVERALL SCORE

The Supra is a focused sports car that relies on the BMW Z4 platform and many of its components but features a coupe body instead of a convertible. The 3.0-liter turbo six-cylinder engine is rated at 381 hp for 2021, and is joined by a new turbo four-cylinder. A slick eight-speed automatic transmission routes power back to the rear wheels. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car can be playful on a track. The ride is stiff but tolerable. Getting in and out is a chore, and visibility is severely limited by its bulging hood and tiny windows. The BMW iDrive infotainment system takes some getting used to but is logical. FCW and city-speed AEB with pedestrian detection are standard; BSW is optional.



\$42,990-\$54,795
RELIABILITY SATISFACTION
ROAD-TEST SCORE **91** MPG **27**

Toyota RAV4 Prime

79
OVERALL SCORE

The RAV4 Prime is a plug-in hybrid version of the RAV4 that comes with standard all-wheel drive. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302 hp, which makes it feel very quick. In most situations, the added electric power keeps the gas engine from having to rev high, where it can become noisy. The Prime can cover about 40 miles on electric power alone, and it takes almost 5 hours to charge the battery on a 240-volt outlet. The Prime transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. It also qualifies for the federal \$7,500 electric-vehicle tax incentive. All RAV4 Primes come standard with FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$38,100-\$41,425
RELIABILITY SATISFACTION
ROAD-TEST SCORE **85** MPG/MPGe **34/84**

Toyota Tacoma

51
OVERALL SCORE

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to a six-speed manual or six-speed automatic transmission. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is as tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, and handling is ponderous. The modern connectivity features are welcome. FCW and AEB are standard; BSW and rear cross traffic warning are optional. Toyota's most recent freshening brought thicker glass to suppress noise, the availability of a power driver's seat, and, finally, Android Auto and Apple CarPlay compatibility.



\$26,250-\$46,880
RELIABILITY SATISFACTION
ROAD-TEST SCORE **42** MPG **19**

Toyota Sequoia

68
OVERALL SCORE

The big, three-row Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned only 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside, passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system, along with standard Android Auto and Apple CarPlay compatibility. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$50,200-\$69,475
RELIABILITY SATISFACTION
ROAD-TEST SCORE **60** MPG **15**

Toyota Tundra

63
OVERALL SCORE

Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra is long in the tooth and is outdated against newer, more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. The powerful 5.7-liter V8 shifts through a very smooth and responsive six-speed automatic transmission. Handling is secure, but the ride is jittery, especially with the TRD off-road package. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. The Tundra now offers greater availability of Android Auto and Apple CarPlay compatibility. FCW and AEB are standard, and BSW is optional.



\$33,825-\$53,200
RELIABILITY SATISFACTION
ROAD-TEST SCORE **59** MPG **15**

Toyota Venza

78
OVERALL SCORE

The Venza name returns to Toyota's lineup for 2021, applied to an all-new hybrid SUV positioned between the RAV4 and Highlander. The Venza is a pleasant-enough vehicle, but other than an excellent 37 mpg overall, it doesn't stand out in the midsize segment. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are very distracting. High-end Limited versions are available with a dimmable, electrochromic glass roof. All Venzas come standard with FCW, AEB with pedestrian detection, and BSW.



\$32,470-\$39,800

RELIABILITY SATISFACTION

ROAD-TEST SCORE **75** MPG **37**

Volkswagen Golf

NA
OVERALL SCORE

The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. The 2021 model is the final regular Golf for the U.S. market, because the next generation will be offered only in the sporty GTI and R versions. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the controls are a model of clarity. On top of that, the quiet cabin contributes to the Golf's solid and upscale feel. The current powertrain is a 147-hp, 1.4-liter turbo mated to either a six-speed manual or an eight-speed automatic transmission. That powertrain returned 34 mpg overall in our tested Jetta. FCW, AEB, and BSW are standard.



\$23,195-\$23,795

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Volkswagen Arteon

81
OVERALL SCORE

The Arteon is a practical, sporty, and well-appointed hatchback with a coupe-like silhouette. Our testers praised its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. Front-wheel drive comes standard, and all-wheel drive is optional. Though the car is quiet otherwise, engine noise can be noticeable at low speeds and under acceleration. Inside, the Arteon gets comfortable front seats and well-finished, user-friendly controls. A responsive touch screen sits at the center of the dash, and climate and audio systems are controlled with physical buttons and knobs. A low roofline makes the car a bit of a challenge to get into and out of. There's a huge cargo area with lots of space and a low loading floor under the heavy hatchback lid. FCW, AEB, and BSW are standard.



\$36,995-\$46,995

RELIABILITY SATISFACTION

ROAD-TEST SCORE **91** MPG **24**

Volkswagen GTI

63
OVERALL SCORE

The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automatic transmission, the 2.0-liter turbo engine is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on a driver's patience over a long drive. The infotainment system has an easy-to-use touch screen. FCW, AEB, BSW, and rear cross traffic warning are now standard. A redesign arrives in the summer.



\$28,695-\$37,745

RELIABILITY SATISFACTION

ROAD-TEST SCORE **82** MPG **29**

Volkswagen Atlas

57
OVERALL SCORE

Volkswagen's Atlas is a formidable competitor among three-row SUVs. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are well-laid-out, with clear gauges and an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors' and its 20 mpg overall fuel economy is not outstanding. A 2.0-liter turbo four-cylinder is also available. Towing capacity is a generous 5,000 pounds. FCW, AEB, BSW, and rear cross traffic warning are standard.



\$31,545-\$50,725

RELIABILITY SATISFACTION

ROAD-TEST SCORE **84** MPG **20**

Volkswagen ID.4

NA
OVERALL SCORE

The ID.4 is Volkswagen's first-ever long range EV for the U.S. market. Initially a 201-hp, rear-motor, rear-drive model with a 250-mile driving range is available, with a 302-hp AWD version coming later. Standard features for the two-row, five-passenger ID.4 compact SUV include dual-zone climate control, a heated steering wheel, heated side mirrors, and rain-sensing wipers. There's a customizable 5.3-inch digital display in front of the driver, and instead of a traditional gear selector, the ID.4 uses a rocker-switch setup. A 10-inch infotainment screen comes standard, with a 12-inch one optional. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.



\$39,995-\$48,175

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPGe **NA**

Volkswagen Atlas Cross Sport

64
OVERALL SCORE

The Cross Sport is an edgier take on the Atlas three-row SUV. The five-passenger Cross Sport shares its underpinnings and engine choices with the larger three-row Atlas, but it trades the third row and some cargo space for a coupelike roofline. Handling is nimbler than one would expect from such a large vehicle. The ride has an underlying firmness but absorbs bumps decently. The seats are comfortable, and the controls are easy to use. The rear seat is very spacious. The base 2.0-liter turbo four-cylinder is quite responsive and capable of moving the Cross Sport adequately, and there is also a more powerful but slightly less fuel-efficient 3.6-liter V6. Both front- and all-wheel drive are offered. FCW, AEB, and BSW are standard.



\$30,855-\$50,025

RELIABILITY SATISFACTION

ROAD-TEST SCORE **81** MPG **21**

Volkswagen Jetta

50
OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. The 147-hp, 1.4-liter turbocharged four-cylinder engine that's coupled to an eight-speed automatic transmission feels a bit sleepy at times but delivers responsive acceleration on demand. Fuel economy is excellent at 34 mpg overall. The ride is absorbent but can be too tender over sharp bumps. Handling is competent but a bit dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. Active safety features, such as AEB, FCW, and BSW, are standard except on the base trim. A sportier GLI version, which shares components with the Volkswagen GTI, is also available.



\$18,995-\$28,045

RELIABILITY SATISFACTION

ROAD-TEST SCORE **78** MPG **34**

Volkswagen Passat

72
OVERALL SCORE

A mild update in 2020 helped the midsize Passat keep pace with the competition in terms of infotainment and a full complement of standard active safety features. The Passat also retains its generous interior space and responsive handling. The ride is on the firm side but absorbs bumps decently. The 2.0-liter turbocharged four-cylinder engine and six-speed automatic transmission deliver power effortlessly, but initial acceleration from a stop feels a bit abrupt and fuel economy trails the competition. The front seats are comfortable, and rear-seat occupants benefit from limousine-like spaciousness. The trunk is large. Controls are very easy to use, and so is the infotainment system. Active safety features, including FCW, AEB, and BSW, are standard.



\$23,995-\$29,995

RELIABILITY SATISFACTION

ROAD-TEST SCORE **77** MPG **28**

Volvo S90

50
OVERALL SCORE

Though plush and ornate, the S90 falls short of the refinement expected of a midsize luxury sedan because of the stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured 23 mpg overall in our tests. The base version uses a 250-hp turbocharged four-cylinder. All-wheel drive is available on the T6 and T8 plug-in hybrid. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves to be frustrating to use. AEB, including pedestrian and large animal detection, is standard. Volvo's optional driver assistance system combines steering assist and adaptive cruise control to try to make driving easier. The V90 is the wagon version.



\$51,550-\$60,050

RELIABILITY SATISFACTION

ROAD-TEST SCORE **73** MPG **23**

Volkswagen Taos

NA
OVERALL SCORE

The Taos is the latest model in Volkswagen's expanding SUV portfolio, slotting beneath the Tiguan in the lineup. It measures 9.3 inches shorter than its big brother. The Taos features a 158-hp, 1.5-liter turbocharged four-cylinder engine. Front-wheel-drive versions get a conventional eight-speed automatic transmission, and the all-wheel-drive versions use a seven-speed dual-clutch automatic transmission. The Taos has almost the same passenger space as the Tiguan but less cargo space. It is available with a long list of upscale amenities, such as a digital instrument cluster, heated/ventilated front seats, and a panoramic roof. The IQ Drive suite of active safety features is available on every Taos model, with FCW, AEB, BSW, and more. It goes on sale this summer.



\$22,000-\$32,000E

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Volvo XC40

73
OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. The T5 trim we tested comes standard with AWD and a 248-hp turbocharged four-cylinder that packs a decent punch. Front-wheel-drive T4 versions use a 187-hp, 2.0-liter turbo engine. The ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning. Volvo's optional driver assistance system combines adaptive cruise control and lane keeping assistance. For 2021, an all-electric Recharge model is available.



\$33,700-\$53,990

RELIABILITY SATISFACTION

ROAD-TEST SCORE **71** MPG **24**

Volkswagen Tiguan

65
OVERALL SCORE

The Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately rather slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard.



\$25,245-\$39,095

RELIABILITY SATISFACTION

ROAD-TEST SCORE **84** MPG **25**

Volvo XC60

60
OVERALL SCORE

Volvo's second-generation XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbocharged four-cylinder engine is responsive, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A 316-hp version of that engine powers the uplevel T6, and a 400-hp plug-in hybrid with roughly 19 miles of electric range is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's active safety system, City Safety, encompasses city- and high-speed AEB. For 2021, BSW and rear cross traffic warning are standard.



\$41,700-\$69,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE **79** MPG **23**

Volvo S60

75
OVERALL SCORE

The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. The T5 uses an energetic 250-hp turbo four-cylinder engine that drives the front wheels. This combination returned 26 mpg overall in our tests. The T6 brings all-wheel drive, plus a more powerful 316-hp four-cylinder that is turbocharged and supercharged. A plug-in hybrid with 22 miles of electric range is also available. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes off the road. The S60 comes standard with AEB that has the ability to recognize and respond to pedestrians and cyclists. For 2021, BSW and rear cross traffic warning are standard. A V60 wagon is also offered.



\$38,950-\$64,800

RELIABILITY SATISFACTION

ROAD-TEST SCORE **71** MPG **26**

Volvo XC90

62
OVERALL SCORE

This is a nicely appointed three-row SUV, but it suffers from a bumpy ride and baffling controls. Base models use a 2.0-liter turbo four-cylinder engine offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. The eight-speed automatic transmission operates smoothly most of the time. Handling is commendable, but the ride is stiff; it is slightly better with the optional air suspension. The interior is quiet, plush, and modern, with super-comfortable seats. The third row is tight, however. Audio, phone, and navigation functions are controlled through a touch-screen infotainment system that's frustrating to use. FCW, AEB, BSW, and rear cross traffic warning are standard.



\$49,000-\$70,250

RELIABILITY SATISFACTION

ROAD-TEST SCORE **84** MPG **20**

USED

CARS

**YOU CAN
COUNT ON**



The pre-owned cars, SUVs, and pickup trucks on the following pages are the ones most likely to satisfy owners and not soak them with repair bills, according to CR's Annual Auto Surveys.

To help steer you away from real trouble, we've also included a list of the most problem-plagued used cars based on feedback from owners.

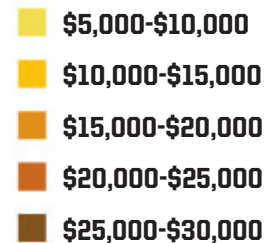
Remember that it's wise to have a certified mechanic inspect a used vehicle before you buy it to reduce the chance of unpleasant surprises.

BY JONATHAN LINKOV

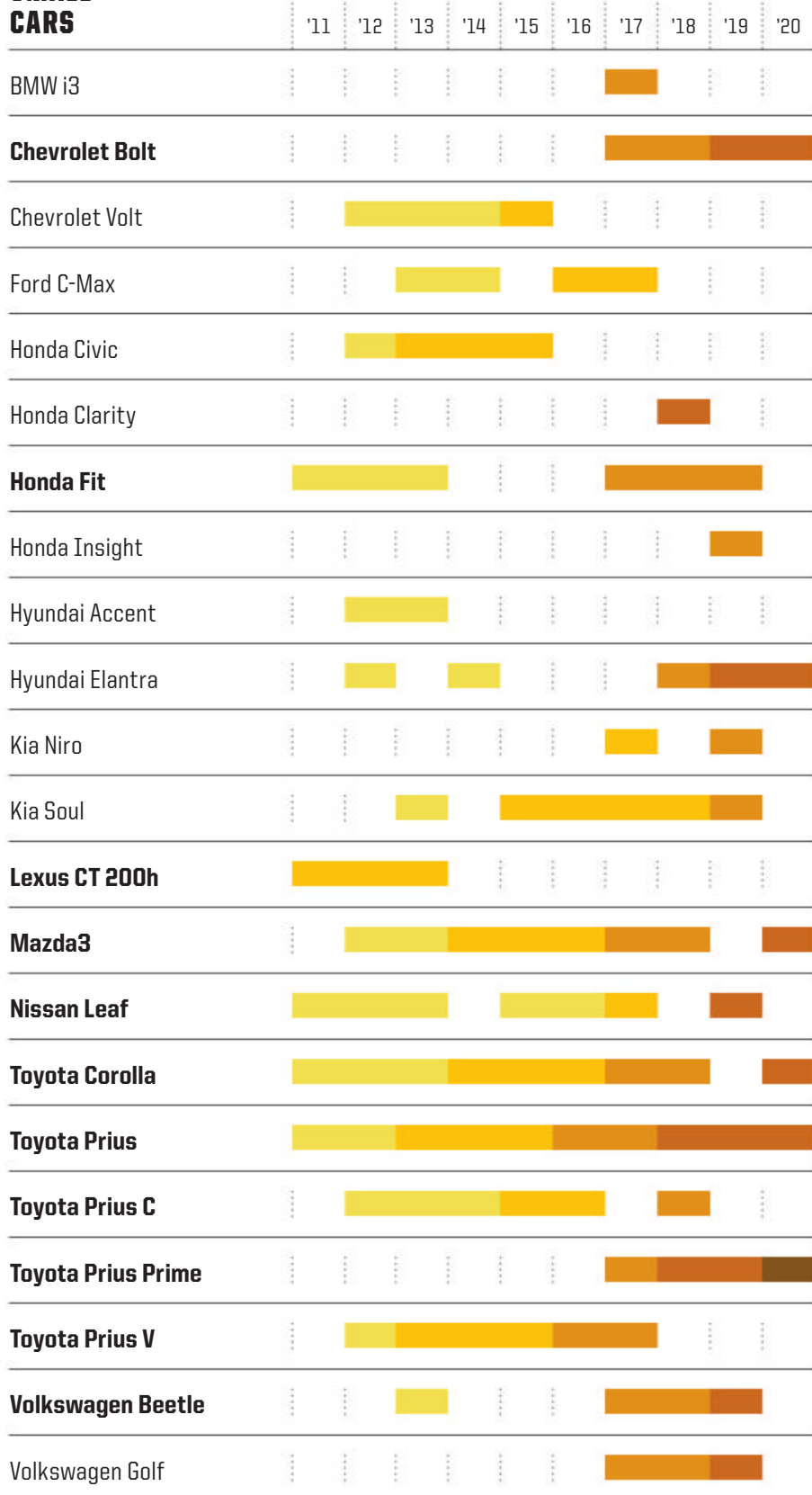
BEST USED CARS

The cars, SUVs, and pickups in the following charts are the most reliable 2011 to 2020 models based on responses to our Annual Auto Surveys. The models in **bold** indicate the vehicles that performed well in our testing when new and have consistently shown multiple years of better-than-average reliability. All of the models listed come standard with electronic stability control, a key safety feature.

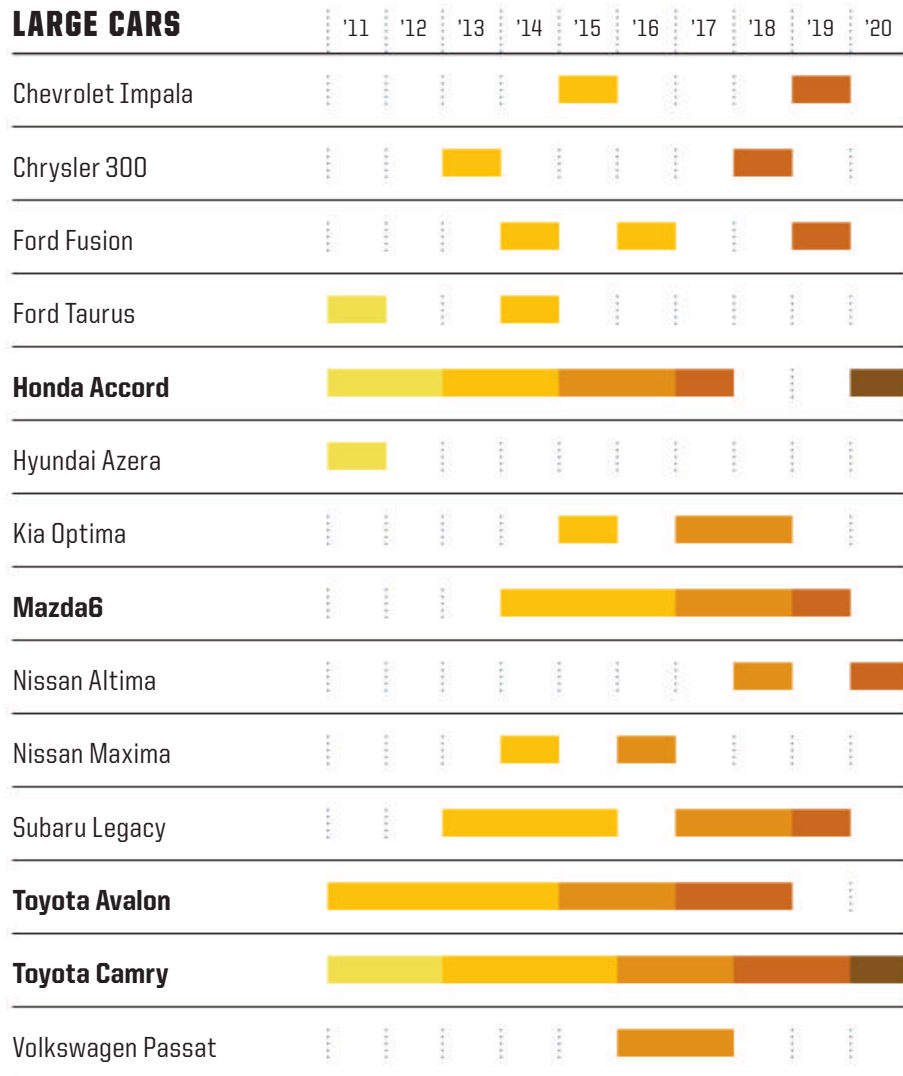
PRICES



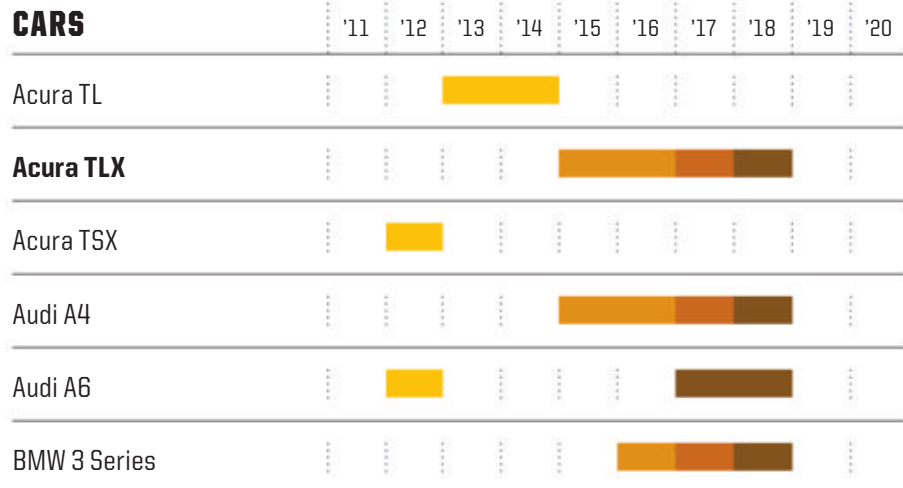
SMALL CARS



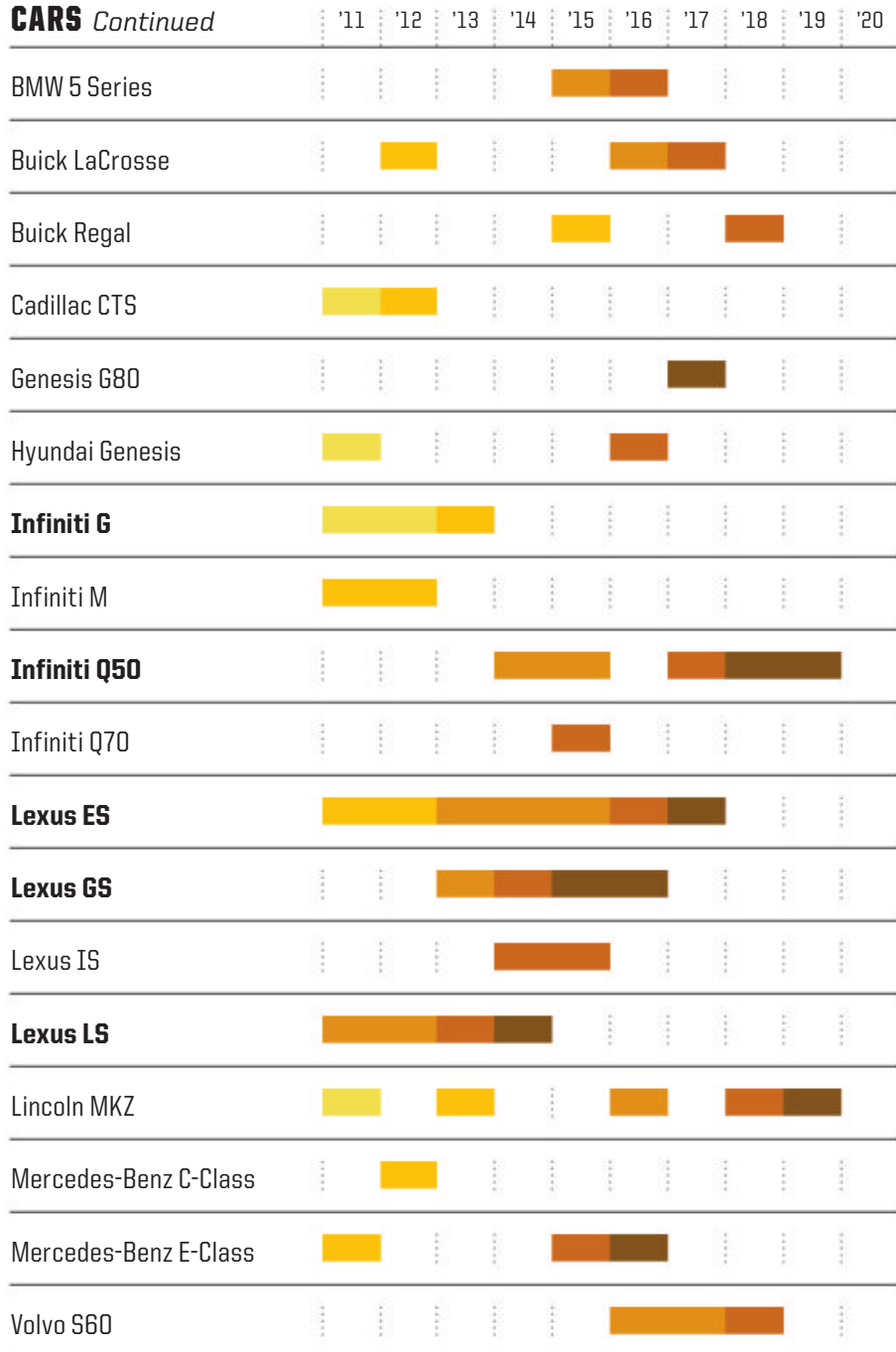
MID-SIZED & LARGE CARS



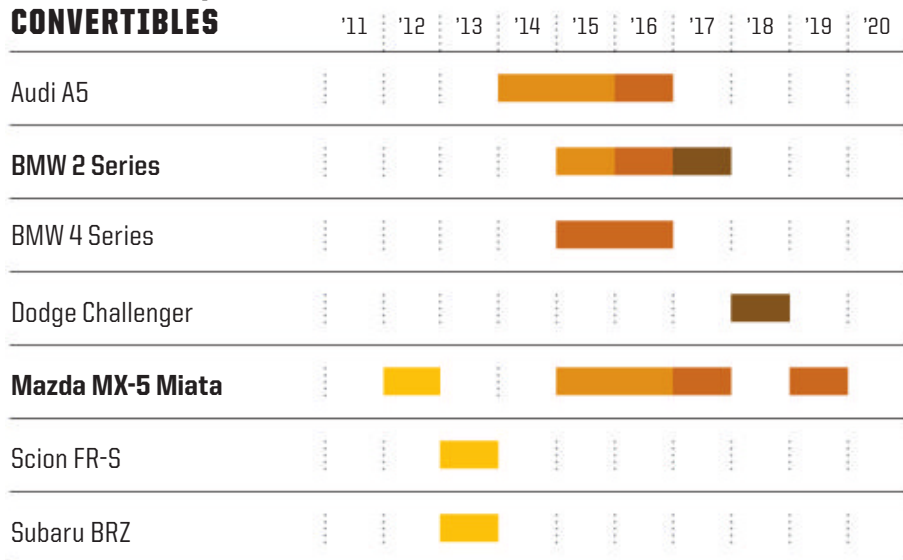
LUXURY CARS



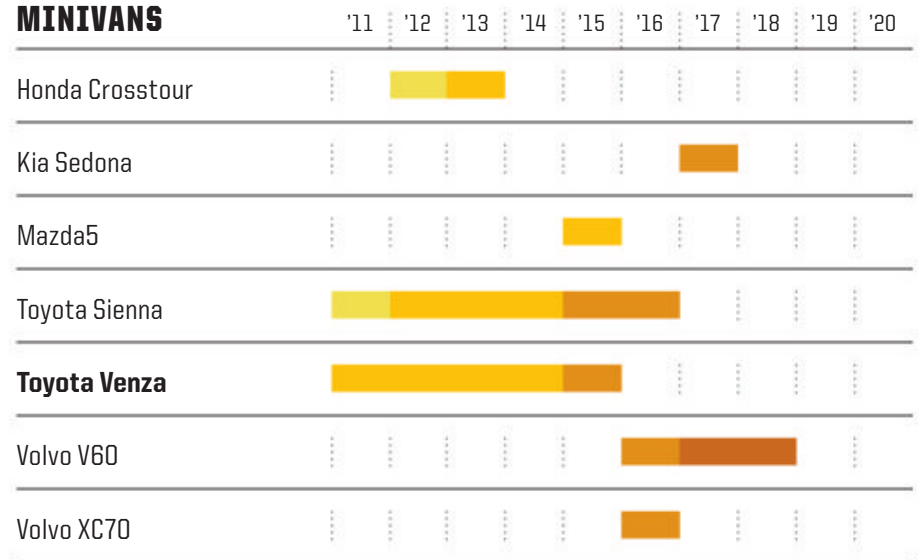
LUXURY CARS *Continued*



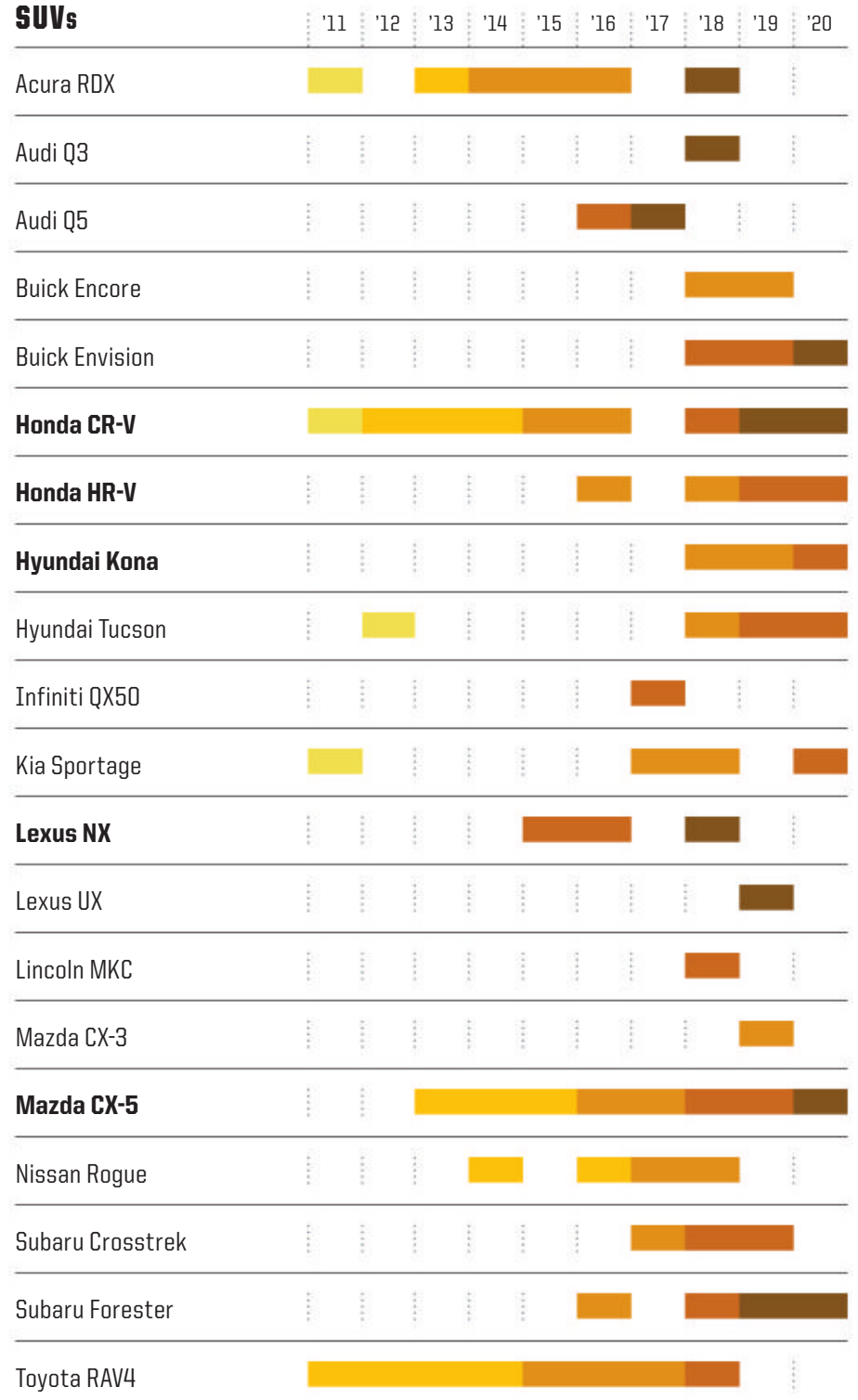
SPORTS CARS/ CONVERTIBLES



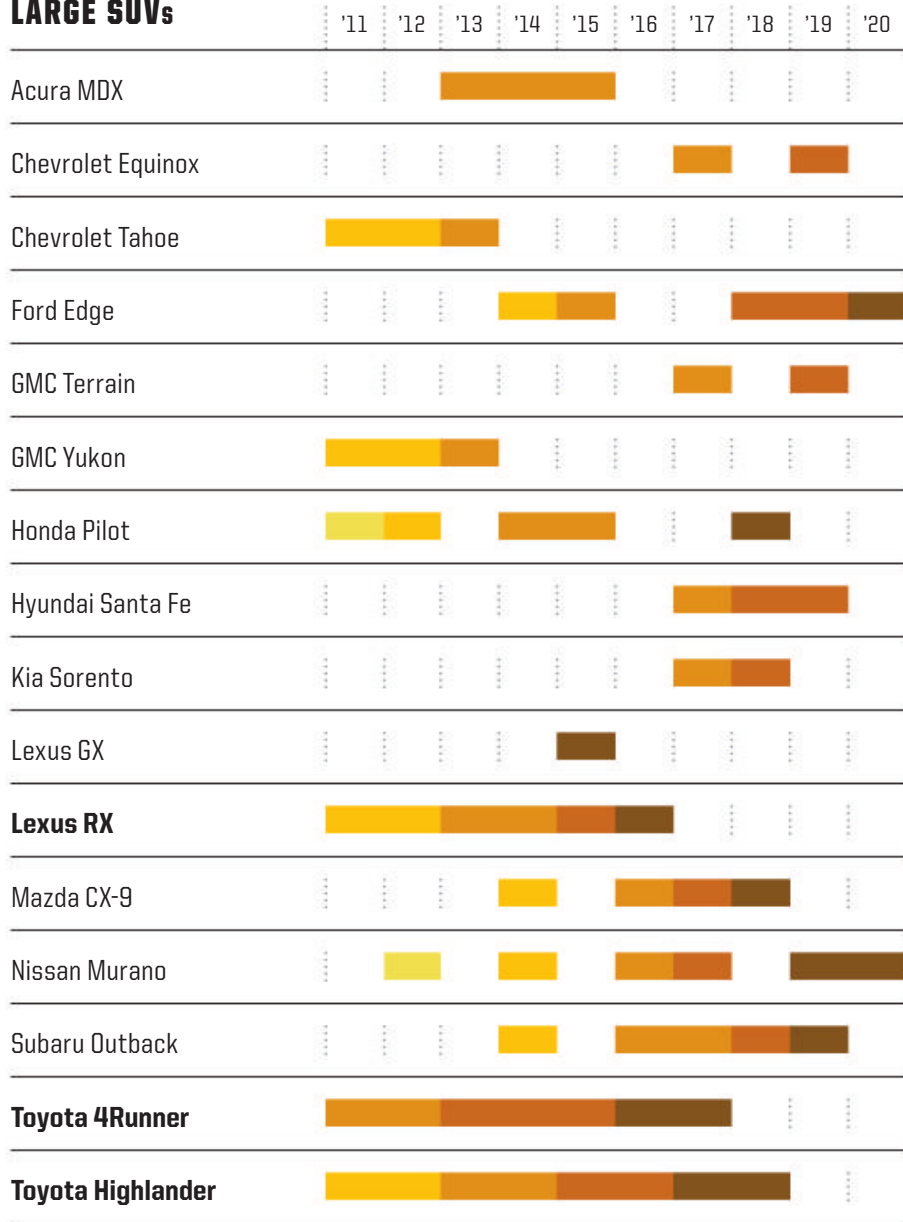
WAGONS & MINIVANS



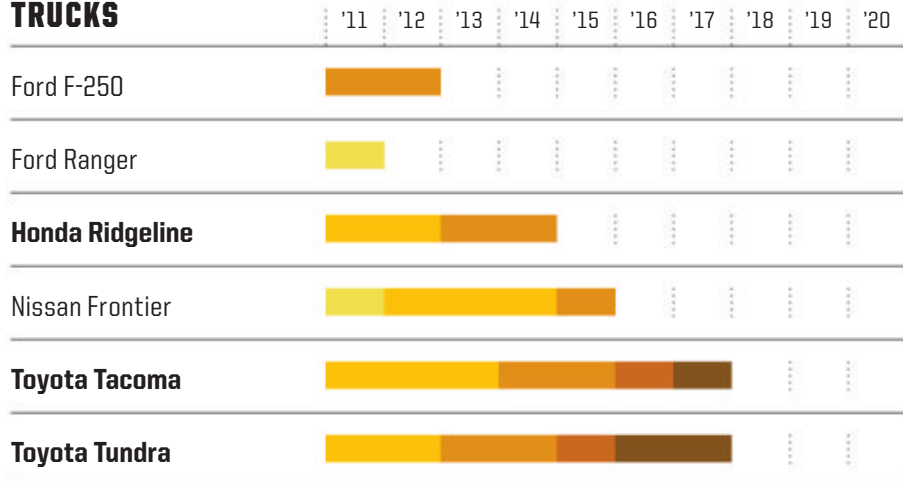
SMALL SUVs



MIDSIZED & LARGE SUVs



PICKUP TRUCKS



WORST USED CARS

Listed alphabetically by make and model, these 123 autos have shown much-worse-than-average reliability for the model years shown based on member responses to our Annual Auto Surveys.

- | | | | |
|--|--|--------------------------------|--|
| ACURA | Sonic '13 | HONDA | MINI |
| MDX '20 | Suburban '11-12, '15-16 | Pilot '16, '20 | Cooper '11-13, '15, '18 |
| RDX '20 | Tahoe '14-17 | HYUNDAI | Cooper Clubman '11-13, '15, '18 |
| ALFA ROMEO | Traverse '12-13, '18 | Elantra '16 | NISSAN |
| Stelvio '18 | Volt '19 | Sonata '11, '17-18 | Altima '14, '16 |
| AUDI | CHRYSLER | Tucson '15-17 | Leaf '18 |
| A3 '17 | 200 '15 | INFINITI | Maxima '17 |
| A4 '11, '14 | Pacifica '17-18 | QX60 '14 | Pathfinder '13-15, '17 |
| A5 '13 | Town & Country '11-14 | JEEP | Rogue '19 |
| A6 '15 | DODGE | Cherokee '14-16, '19 | Sentra '13, '15, '17 |
| Allroad '14 | Durango '16, '18 | Compass '18 | PORSCHE |
| Q5 '12-13 | Grand Caravan '11-14, '18-19 | Grand Cherokee '11-13 | Cayenne '14, '16 |
| Q8 '19 | FIAT | Renegade '18 | Macan '15-16 |
| E-Tron '19 | 500 '12 | Wrangler '12-15, '18-19 | RAM |
| BMW | FORD | Wrangler JK '18 | 2500 '14, '17-18 |
| 3 Series '11-13 | EcoSport '19 | KIA | 3500 '18 |
| 4 Series '17 | Edge '12 | Forte '17, '19 | SUBARU |
| 5 Series '11-13, '18 | Escape '20 | Niro Electric '19 | Ascent '19 |
| X1 '14 | Expedition '15-16, '18 | Optima '12 | Impreza '13 |
| X3 '13, '15, '20 | Explorer '11, '16-17, '20 | Sorento '12-13, '20 | XV Crosstrek '13 |
| X5 '12-14, '19 | F-150 '17-18, '20 | Soul '20 | TESLA |
| BUICK | F-250 '16-18 | LEXUS | Model S '19-20 |
| Enclave '11-12, '18 | F-350 '11, '16, '18 | LS '18 | Model X '17, '19 |
| Encore '15-17 | Fiesta '11, '14 | LINCOLN | Model Y '20 |
| Lucerne '11 | Focus '12-17 | Aviator '20 | VOLKSWAGEN |
| CADILLAC | Mustang '15-16, '18 | Continental '17 | Atlas '18 |
| CT6 '17 | Ranger '19 | Corsair '20 | GTI '15, '17, '19 |
| XT4 '19 | CHEVROLET | MKC '17 | Golf Alltrack '18 |
| XTS '14 | Blazer '20 | MKZ '15 | Jetta '12-13, '15, '19 |
| CHEVROLET | Camaro '17 | Nautilus '19 | Passat '12, '14 |
| Blazer '20 | Colorado '17-19 | MAZDA | Tiguan '12-13, '16, '18 |
| Camaro '17 | Corvette '15-16 | CX-3 '17 | VOLVO |
| Colorado '17-19 | Cruze '11, '14-16, '18 | CX-9 '13 | S60 '12 |
| Corvette '15-16 | Equinox '11-12 | MERCEDES-BENZ | S90 '18 |
| Cruze '11, '14-16, '18 | Impala '11 | C-Class '16 | V90 '18 |
| Equinox '11-12 | Malibu '13, '16-18 | E-Class '17, '19 | XC60 '15, '19-20 |
| Impala '11 | Silverado 1500 '15, '17, '19-20 | GLC '19 | XC90 '16-17, '19 |
| Malibu '13, '16-18 | Silverado '15-16 | GLE '20 | |
| Silverado 1500 '15, '17, '19-20 | Silverado 1500 LD '19 | | |
| Silverado '15-16 | Silverado 2500 HD '15, '17 | | |
| Silverado 1500 LD '19 | | | |
| Silverado 2500 HD '15, '17 | | | |

WIDEST + LEAST RELIABLE CARS



Buying a vehicle you can count on will save you time, money, and stress. To help you find the new and used models you can trust to last you over the long haul, CR's auto experts analyzed responses to our Annual Auto Surveys, where we ask our members to report problems with their vehicles in 17 key trouble areas. We collected data on about 329,000 vehicles detailing consumer experiences over the previous 12 months prior to taking the surveys. The following charts, based on that data, can help guide you to a car that's more likely to be trouble-free.

BY JONATHAN LINKOV

HOW TO READ OUR RELIABILITY CHARTS

New Model Prediction This is our projection of how reliable a 2021 or early 2022 model is likely to be. It is determined using the average of the same model's overall reliability ratings for the past three years, provided the model was not redesigned or significantly changed during that

time. If the model was redesigned in 2020 or 2019, we might make a reliability determination based on just one or two years' data. For new or redesigned models, we base our prediction on the reliability history of the previous generation, brand, and similar models. A blank indicates the model was discontinued.

Overall Reliability (Used Cars)

This rating indicates how many problems a model has had compared with the average problem rate for vehicles of the

same model year, as reported by our members in the 17 trouble spots. More serious problems, such as major engine and transmission, engine cooling, and drive system categories, can be more expensive to repair and are given extra weight in our scoring.

Trouble Spots Models that score a ⚠️ are not necessarily unreliable, but they suffer a higher rate of problems than the average model. Similarly, models that score a 🟢 are not necessarily trouble-free, but they have relatively few problems compared with other

models of the same year. Newer vehicles should have few, if any, problems and all score 🟢. In some cases a model may score 🟢 and 🟢 in most categories, but the verdict is a ⚠️ or lower because it still has more problems than the average model overall. An empty column indicates the model wasn't sold that year; a column of asterisks (*) indicates that there is insufficient data for that year. Redesigned or newly introduced model years are noted with the model year appearing inside a gray box.

17 TROUBLE SPOTS WE LOOK AT

Engine, Major Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, difficult to fill up the gas tank.

Engine, Cooling Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

Transmission, Major

Transmission rebuild or replacement, torque converter, premature clutch replacement.

Transmission, Minor Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

Drive System Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

Fuel System Sensors (includes O₂ or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump.

Electrical Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, spark plugs and wires failure.

Climate System Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

Suspension Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance,

springs or torsion bars, bushings, electronic or air suspension.

Brakes Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

Exhaust Muffler, pipes, catalytic converter, exhaust manifold, leaks.

Paint/Trim Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

Noises/Leaks Squeaks or rattles, seals and/or weather stripping, air or water leaks, wind noise.

Body Hardware Windows, locks and latches, tailgate, hatch or

trunk, doors or sliding doors, mirrors, seat controls (power or manual), seat belts, sunroof, convertible top, glass defects.

Power Equipment and Accessories Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system, heated or cooled seats, heated steering wheel.

In-Car Electronics Audio system, entertainment system, navigation system, backup camera/sensors, communication system.

THE WAY WE CALCULATE OUR TROUBLE-SPOT RATINGS

This chart shows the average problem rates reported for all vehicles in a given model year, based on data from CR's Annual Auto Surveys. The information is broken down by trouble spot and expressed as a rounded percentage. The trouble-spot ratings are based on whether a particular model has more or fewer issues than the average vehicle for the same year. For example, in 2017, 2 percent of vehicles, on average, had power equipment problems. The 2017 BMW X1 (page 88) scores a 🟢 (Much Better Than Average) because 0 percent of X1s had a problem in this area. In 2017, the average rate of problems with the suspension was 1 percent. However, because 5.1 percent of 2017 BMW X1s were reported to have a problem in this category, the car scored a ⚠️ (Much Worse Than Average).

Average Problem Rates

	'13	'14	'15	'16	'17	'18	'19	'20
Engine, Major	3	2	1	1	1	1	<1	<1
Engine, Minor	3	2	2	1	1	1	<1	<1
Engine, Cooling	1	1	1	<1	<1	<1	<1	<1
Transmission, Major	2	1	1	1	1	<1	<1	<1
Transmission, Minor	1	2	1	1	1	1	1	<1
Drive System	1	1	1	1	1	1	1	<1
Fuel System	2	2	1	1	1	1	<1	<1
Electrical	1	1	1	1	<1	<1	<1	<1
Climate System	3	3	2	2	1	1	1	<1
Suspension	3	3	2	1	1	1	1	<1
Brakes	3	2	2	2	1	1	1	<1
Exhaust	1	<1	<1	<1	<1	<1	<1	<1
Paint/Trim	2	1	1	1	1	1	1	1
Noises/Leaks	3	2	2	2	2	2	1	1
Body Hardware	2	1	1	1	1	1	1	1
Power Equipment	3	3	2	2	2	2	1	1
In-Car Electronics	3	4	3	3	3	3	3	2

New Model Prediction ▶	Acura MDX								Acura RDX								Acura TLX								Audi A3								Audi A4							
	'13	'14	'15	'16	'17	'18	'19	'20	'13	'14	'15	'16	'17	'18	'19	'20	'13	'14	'15	'16	'17	'18	'19	'20	'13	'14	'15	'16	'17	'18	'19	'20	'13	'14	'15	'16	'17	'18	'19	'20
Overall Reliability																																								
Engine, Major																																								
Engine, Minor																																								
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Transmission, Minor																																								
Drive System																																								
Fuel System																																								
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Brakes																																								
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Paint/Trim																																								
Noises/Leaks																																								
Body Hardware																																								
Power Equipment																																								
In-Car Electronics																																								

New Model Prediction ▶	Audi A5								Audi A6								Audi Q3								Audi Q5								Audi Q7							
	'13	'14	'15	'16	'17	'18	'19	'20	'13	'14	'15	'16	'17	'18	'19	'20	'13	'14	'15	'16	'17	'18	'19	'20	'13	'14	'15	'16	'17	'18	'19	'20	'13	'14	'15	'16	'17	'18	'19	'20
Overall Reliability																																								
Engine, Major																																								
Engine, Minor																																								
Engine, Cooling																																								
Transmission, Major																																								
Transmission, Minor																																								
Drive System																																								
Fuel System																																								
Electrical																																								
Climate System																																								
Suspension																																								
Brakes																																								
Exhaust																																								

New Model Prediction ▶	Nissan Frontier	Nissan Leaf	Nissan Maxima	Nissan Murano	Nissan Pathfinder
	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20
Overall Reliability					
Engine, Major					
Engine, Minor					
Engine, Cooling					
Transmission, Major					
Transmission, Minor					
Drive System					
Fuel System					
Electrical					
Climate System					
Suspension					
Brakes					
Exhaust					
Paint/Trim					
Noises/Leaks					
Body Hardware					
Power Equipment					
In-Car Electronics					

New Model Prediction ▶	Nissan Rogue	Nissan Rogue Sport	Nissan Sentra	Porsche Cayenne	Porsche Macan
	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20
Overall Reliability					
Engine, Major					
Engine, Minor					
Engine, Cooling					
Transmission, Major					
Transmission, Minor					
Drive System					
Fuel System					
Electrical					
Climate System					
Suspension					
Brakes					
Exhaust					
Paint/Trim					
Noises/Leaks					
Body Hardware					
Power Equipment					
In-Car Electronics					

New Model Prediction ▶	Ram 1500	Ram 2500	Subaru Ascent	Subaru Forester	Subaru Impreza
	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20
Overall Reliability					
Engine, Major					
Engine, Minor					
Engine, Cooling					
Transmission, Major					
Transmission, Minor					
Drive System					
Fuel System					
Electrical					
Climate System					
Suspension					
Brakes					
Exhaust					
Paint/Trim					
Noises/Leaks					
Body Hardware					
Power Equipment					
In-Car Electronics					

New Model Prediction ▶	Toyota Tacoma	Toyota Tundra	Toyota Venza	Volkswagen Atlas	Volkswagen Beetle
	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20
Overall Reliability				*	* * *
Engine, Major				*	* * *
Engine, Minor				*	* * *
Engine, Cooling				*	* * *
Transmission, Major				*	* * *
Transmission, Minor				*	* * *
Drive System				*	* * *
Fuel System				*	* * *
Electrical				*	* * *
Climate System				*	* * *
Suspension				*	* * *
Brakes				*	* * *
Exhaust				*	* * *
Paint/Trim				*	* * *
Noises/Leaks				*	* * *
Body Hardware				*	* * *
Power Equipment				*	* * *
In-Car Electronics				*	* * *

New Model Prediction ▶	Volkswagen Golf	Volkswagen Golf Alltrack	Volkswagen GTI	Volkswagen Jetta	Volkswagen Passat
	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20
Overall Reliability	* * *		* * *	*	* *
Engine, Major	* * *		* * *	*	* *
Engine, Minor	* * *		* * *	*	* *
Engine, Cooling	* * *		* * *	*	*
Transmission, Major	* * *		* * *	*	*
Transmission, Minor	* * *		* * *	*	*
Drive System	* * *		* * *	*	*
Fuel System	* * *		* * *	*	*
Electrical	* * *		* * *	*	*
Climate System	* * *		* * *	*	*
Suspension	* * *		* * *	*	*
Brakes	* * *		* * *	*	*
Exhaust	* * *		* * *	*	*
Paint/Trim	* * *		* * *	*	*
Noises/Leaks	* * *		* * *	*	*
Body Hardware	* * *		* * *	*	*
Power Equipment	* * *		* * *	*	*
In-Car Electronics	* * *		* * *	*	*

New Model Prediction ▶	Volkswagen Tiguan	Volvo S60	Volvo XC40	Volvo XC60	Volvo XC90
	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20	'13 '14 '15 '16 '17 '18 '19 '20
Overall Reliability	* *	*		*	* * * *
Engine, Major	* *	*		*	* * * *
Engine, Minor	* *	*		*	* * * *
Engine, Cooling	* *	*		*	* * * *
Transmission, Major	* *	*		*	* * * *
Transmission, Minor	* *	*		*	* * * *
Drive System	* *	*		*	* * * *
Fuel System	* *	*		*	* * * *
Electrical	* *	*		*	* * * *
Climate System	* *	*		*	* * * *
Suspension	* *	*		*	* * * *
Brakes	* *	*		*	* * * *
Exhaust	* *	*		*	* * * *
Paint/Trim	* *	*		*	* * * *
Noises/Leaks	* *	*		*	* * * <

3 FEATURES THAT SAVE LIVES...

IN RECENT YEARS, automakers have made significant progress in developing active safety systems that can mitigate and even prevent collisions. They've also rolled out several new "driver assistance" features, which can make driving easier and more convenient. As a result, consumers now have a long and sometimes confusing list of safety and convenience features to choose from when buying a new car.

To simplify things a bit, here's a look at the three safety systems we most enthusiastically recommend—all of which are known to reduce collisions in real-world driving—and two convenience features that are becoming common on new cars.

AUTOMATIC EMERGENCY BRAKING (AEB)

Like an attentive co-pilot, AEB watches for potential collisions with vehicles ahead and provides a warning if you get too close. If you don't respond, the system automatically applies the brakes to avoid or reduce the severity of an impact.

BLIND SPOT WARNING (BSW)

The BSW system watches for cars in adjacent lanes and alerts you to their presence, usually with a warning light on a side mirror. Most systems also have an audible alert if you signal a turn or lane change while your blind spot is occupied.

PEDESTRIAN DETECTION

Some AEB systems can detect pedestrians and/or cyclists and activate the brakes as necessary to reduce the risk of injury. Pedestrian deaths have been on the rise, making this an increasingly vital feature.

... AND 2 THAT MAKE DRIVING EASIER



ADAPTIVE CRUISE CONTROL (ACC)

ACC uses braking and acceleration to control speed and maintain a set distance from vehicles ahead. Most versions work in stop-and-go traffic, bringing the car to a full stop and resuming once traffic starts to move.



LANE KEEPING ASSISTANCE (LKA)

As the name implies, this feature provides steering assistance in the form of small adjustments to help keep a vehicle within its driving lane. But it still requires you to continue to pay close attention to the road.